PRESS,

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Hongkong, 27th May, 1908.

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All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After tha

hour the supply is limited. Only supplied for Cash Telegraphic Address : PRESS. Codes: A.B.C. 5th Ed. Lieber. P. O. Box, 84. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VOICE ROAD C



Hongkong, June 1st, 1908.

Ir does not seem to us an unreasonable suggestion that the Imperial Government should be asked to compensate the ratepayers of this Colony for the loss of revenue caused by their order to close the opium divans, doing so would be to forgive us the annual military contribution. The same Government that so hastily decided to deprive us of a million and a half dollars a year would possibly just as promptly decide to grant a petition asking for such a simple method of restitution. The reformers at Home by whose desire the instructions were sent to the piper. At any rate, they should be given the chance; it is not like sending them a scolding; there could be no possible harm in asking; and it is almost certain that if we ask for nothing we will get it. There is little to be gained by going over the old arguments to show that we have been paying far too much in the shape of military contribution, and we do not think the argument of our correspondent, that we ought not to have been paying it at all, will impress the Government very much, though it may payers. The position is so much alterednow by the loss of the revenue from opiumthat it can fairly be represented to the authorities at Home that we can no longer afford to make such contribution. To go

heavy burden already being borne by the Hongkong ratepayer, would seem sufficiently hard to warrant a comparison of our situation with that of the groaning ratepayers of Macao. We sympathise when we_ read of the exactions made there, for Timor, and for the rapacious officials of Lisbon, and we say such injustice would never be tolerated in an English colony. Yet if the Imperial Government does not excuse us from further military contribution after making such a big hole in our income, we

shall not be in much better case than the

Macaonese, and the irony of the situation

will be patent in the fact that Hongkong's

ratepayers have been unjustly treated in

the name and cause of moral reform. The English Mail- of the 2nd May was

delivered in London on the 29th inst.

A special meeting of the Sanitary Board is summoned for this afternoon, for the purpose of considering the question of declaring the Dairy Farm to be free of infection.

Decoration Day was observed by the American cruisers in port on Saturday, a salute in favour of the Yangtse Insurance being fired at noon, to which the guns of the "Tamar" replied.

Twenty cases of plague were reported during by the steamer "Nigretia" has been the 24 hours ended noon on Saturday. Thirteen proved fatal. All the victims were Chinese with the exception of one Indian,

The Master of the German ship "Phranang " reports having passed a large water-logged junk showing one must above water in latitude 14 degrees 45 North, longitude 112 degrees

His Excellency the Governor has been pleased to appoint Mr. W. E'. Ford to be a Surveyor of Boilers of Unlicensed Steamships under 60 tons, during the absence on leave of Mr. Thomas Neave.

The boy in the employ of Messra Ruttonjes and S in who stole butter from the shop, secrated it in a commode, and afterwards sold it to a compradore was at the Magistracy on Saturday santeneed to turee months imprisonment, a similar penalty being inflicted on the compradore.

The following appointments are notified in the Gazette. His Excellency the Governor has been pleased to appoint Lieutenant G. R. Home, 3rd Middlesex Regiment, as the Military Member of the Committee for the Wong-nei-chong and Queen's Recreation Grounds, vice Major H. J. Kolsali, R.G.A.

Fishing with dynamite still continues despite all the efforts of the police to stop it. The master of an Aberdeen fishing junk was on Saturday at the Police Court fined \$25 for being found in possession of a quantity of dynamit and a number of fuses and detonators.

Captain A. E. Hodgins is proceeding Home to bring out a new steamer for the Douglas line. Captain Hodgins who is accompanied by Mrs. Hodgins and their little son left on Friday for Vladivostock where they take the train for Europe.

A coolie who received injuries while attempting to commit a burglary in Second Street has just died in the Government Civil Hospital. He was sliding down a waterspout with a bundle of clothing stolen from the house when LONDON OFFICH: 134. FLEET STREET. E.C. he lost his balance and fell to the street where was found in an unconscious condition.

> Large numbers of the public took advantage of the facilities placed at their disposal by the Toyo Kisen Kaisha on Saturday afternoon to visit the new turbine steamer " Tenyo Maru." Everybody was delighted with their inspection of this handsome ship. The hospitality of the company-was also appreciated. ..

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed and a comfortable and quite feasible way of by the Legislative Council :- Ordinance No. 8 of 1908.—An Ordinance to extend the provisions of The Liquor Licenses Ordinance 1898 and to provide for the grant of brewery licenses. Ordinance No. 9 of 1908 .- An Ordinance to amend The Evidence Ordinance 1889.

The Government tender "Stanley" had an exciting experience during the week end. It towed a junk to the vicinity of the Gap Rock Lighthouse for the purpose of laying down Hongkong would possibly appreciate such mornings for the tender, but on arrival there the an opportunity of proving their good faith, junkmen refused to vork and turned for Hongand be glad, having chosen the tune, to pay kong. The "Stanley" followed and again took the junk in tow, but the Chinese cut the tow line and sailed for Hongkong. The matter will be investigated at the Marine Court.

STEAMER OVERDUE.

Considerable anxiety is felt in shipping circles regarding the British steamer "Kalgan" which is overdue several days. On her voyage from Iloilo she probably encountered the typhoon of last week and fears are entertained as to her safety. We learn that the British craiser "Astrea" is under orders elicit ejaculatory approval from the rate. to proceed to day towards Manila to search for the missing steamer.

The "Kalgan" is a steel screw steamer of 2981 gross tonnage, built in Greenock in 1895 Her port of registry is London. She is owned by the China Navigation Company, Limited.

on paying it, and to have to increase the TELEGRAMS.

["DAILY PRESS" MICLUSIVE MERVICE.] ANOTHER MUNIFICENT GIFT.

LONDON, 31st May.

Baron Mountstephen, who last week added a lakh to his original gift to the Hospital Fund gives £26,758 to Aberdeen Infirmary.

AN INTERESTING BIRTH.

LONDON, 31st May.

son has been born to the Duke of Norfolk.

Henry Fitzalan Howard, 15th Duke of Norfolk, is the premier duke and earl of England. He was born in 1847, married first a daughter of Baron Donnington and after her death married in 1904 the Hon. Gwendolin Constable- daxwell, daughter of Baron Herries.

A SHIPPING CASE.

LONDON, 31st May. The appeal against the judgment Company, Shanghai, in connection with the collision and damage done dismissed.

REUTER'S SERVICE.

PRESIDENT FALLIERES' VISIT TO ENGLAND.

London, May 28th.

M. Pichon, accompanied by M. Cambon had an hour's interview with Sir Edward Grey, at the Foreign Office, and found that they agreed all on political questions. Six Edward Grey entertained President Fallieres at dinner in the Foreign Office; the Prince and Princess of Walcs and Mr. Asquith were present. After dinner Their Majesties and President Falliers, attended a gala performance of the Opera, which was a bower of roses and a blaze of diam inds. May 29th.

President Fallieres entertained the King t the French Embassy, eighty-five covers were laid, and a service of priceless Sevres from the Elysée was used.

President Fallieres has left London.

THE INDIAN FRONTIER CAMPACO.

London, May 28th. Reuter's Simla correspondent wires that the compaign on the Indian frontier practically over, the Bazais being the only obstinate. The troops return on the 1st

GREAT BRITAIN AND FRANCE.

LONDON, May 28th. The suggestion of an Anglo-French alliance has been generally discussed by the London papers, the idea being unanimously

PRINCE FUSHIMI IN LONDON.

LUNDON, May 28th,

Prince Fushimi who was accompanied by Baron Komura was yesterday received in audience by His Majesty King Edward.

RUSSIAN NAVAL DISASTER.

LONDON, May 28.h. The Russian battleship Peter the Great went ashore on a reef at Reval, and i badly damaged.

May 29th. The Battleship Peter the Great has been re-floated.

THE CHINESE RAILWAY LOAN.

LONDON, May 28th.

The new Chinese 5 per cent Railway loan has been largely over-subscribed. quotation on the closing of the lists stood at three quarters per cent premium.

KING EDWARD'S VISIT TO RUSSIA

London, May 29th.

Sir Edward Grey, referring to the King's visit to Russia, said that the relations of the two Governments are those manifested by the Anglo-Russian Convention, no treaty or new convention was under discussion nor was it intended to initiate negotiations for conquered tribe or nation to gain peace or proone owing to the visit, which, be trusted, would contribute to the good relations

A number of Labour and Radical M. Pa. have signed a memorial to the King, opining that in view of the terrible events in Russia and the nature of the Government, His Majesty's visit should not be of an official or of a state character.

DRRESPONDENCE.

HE OPIUM QUESTION.

R EDITOR OF THE DAILY PRESS."

DEAR SIE,-It is abundantly manifest from what transpired at the meeting of the Legislative Council yesterday (28th instant), and from the articles and correspondence published during the past three weeks in the local papers that objection) to the suppession of the opium trade to keep the machinery of gevernment in motion, in the Colony is based chiefly upon the difficulty | provide for the necessary public works and so that would be experienced, in the event of our opium revenue being lost, in raising sufficient revenue to meet the present requirements of the administration plus funds for the construction of much needed additional typhoon refuge for chipping and to meet the expenditure deemed requisite in connection with some other important public works.

we are undoubtedly faced-as things stand at Anthorities would not be inconvenienced were of a suggestion which I make bold to hope may prove helpful in at least minimising the effects of the blow from the sword of Damosles which it would asem, is hanging over our heads.

My suggestion has direct reference to the Military Contribution, or "Military Mulet" It has been stated-ind truly stated-that under present circumctances the problem of financing the colony will be most difficult to solve if we are to lose the revenue at present face of the decision of the Imperial Authorities to close the opium divans and gradually, if not rapidly, render the opium traffic as extinct as the Dudo? In what direction can we best look for relief? Asmredly in the direction of the Military Contribution, a heavy burden which it has been especially difficult to bear during the past few lean years.

The Military Contribution, amounting this year to 172 per cent. of the revenue, is unquestionably a very heavy burden to the Colony. while as regards the Imperial Authorities to whom it is paid it of course appears as a mere drop in a vast ocean. Attempts have been frequently made to induce the Imperial Authorities to relieve us of the burden but hitherto without avail, presumably because we were unable to make out a sufficiently strong case against it. Now, however, the position is very different from what it has ever been before and the alteration has been created, not by any not on-our part but by a decision of the Imperial Authorities based upon the policy of the British section of the Mohmands who are still Cabinet which has seen fit to extend a helping hand to China in her efforts to eradicate the opium habit.

Assuming the Chinese Government is not only in earnest but is possessed of the requisite power to enforce obdience of the Imperial Anti Opium Decrees throughout the length and breadth of the neighbouring Empire, I incline to the opinion that the policy is wise, for Hongkong depends chiefly for its prosperity upon what is styled the foreign trade with China-the transit trade-and the good will, the friendship, the trade to be done with the 400,000,000 of shrewd, industrious, thrifty and enterprising inhabitants of far Cathay is nuquestionably a matter of tie biggest importance to what Napoleon was pleased to style a "nation of shopkespers." But I am digressing and may be am indulging in reasoning which will not meet with general acceptance, though I confess to entire inability to perceive in the action of the British Government any other motive than the seizing of what was deemed to be a golden opportunity to coment our friendship with China with a view to the development of trade and friendly intercourse with an awakening Empire.

To return, then, to the main question at issue the solution of a serious difficulty created by the Imperial Authorities. In view of the fact that the Home Government has decided upon a policy which will soon result in a loss to us of upwards of a million dollars per annum how are we to make two ends meet in these hard times unless we place Justice before Generosity? "Generosity!" you exclaim. "Where does any question of Generosity come in? " It is. submit, not only as clear as day light but is inextricably involved in the decree of the Imperial Authorities compelling us for years past to contribute a large percentage of our revenue to the Imperial Exchequer. The sum paid to the Imperial Authorities annually is officially styled a contribution. It is Tribute pure and simple. It is supposed, or alleged, to be due from us for military protection—although we of course look to the Navy as our right arm of defence-and inasmuch as tribute is "money paid by a tection" this so-called contribution is de facto tribule-it is due from us-so we have been given to understand-to assist in defraying the expense incurred in insuring to the inhabitants of the Colony peace and protection. When business was flourishing, when all was going well with us we murmired not about the Military Contribution, but since our urgent needs increased and plague wrought havoc with our trade in various ways many and loud have been the protestations against compulsion to pay in rates and taxes a great deal more than

was requisite to meet the needs of the perceive the smallest justification for compelling | which now contains the necessary correction. the inhabitants of Hongkong to raise a large surplus receive in order that the surplus might be remitted to the weathiest government in the

world. The percentage of revenue allocated to the payment of the Military Contribution is surplus -it is money wrung from the ratepayers in excess of what is needed by the local authorities forth. The colonists are subjected to mure taxation than is necessary, and this is due, as I have just pointed out, to the demand of the Imperial Authorities that we shall annually pay a large sum of money designated a Military Contribu-

I trust I have now made it sufficiently clear that the money paid over annually by this A great deal has, as I have just intimated. | Colony to the Imperial Authorities is obtained been said and written on the subject but by taxing the inhabitants more than there is unfortunately we don't seem to be any nearer a lany necessity too, the military contribution solution of the financial difficulty than we were being in fact surplus revenue. It is not exwhen the discussion first commenced, although pended on the Colory, and that the Imperial present with a problem of great magnitude we to fail to pay up the tribute is as certain as which cannot, I submit, be solved one moment | that Hongkong would be retained as a British too soon. This being the view which I in military and navel station were there not a common with many other residents of various single merchant or trader in the place. nationalities take of the situation I crave the It was occupied as an outpost of our great favour of space in your columns for publication | world-wide Empire and such it will of course always remain.

We have now seen that the Colony is faces with a grave difficult; that this is recognised by all classes and people of all creeds; that the policy of the Imperial Government has been adversely criticised, and that the large sum paid out of our revenue as a Military Contribution represents so much surplus of the Colony's income. Let us now pass on to consideration of ways and means of solving the problem which derived from opium amounting to fully is at present upp rmost in the minds of most \$1,500,000 unless retreachment or increased ratepayers—How are we to make good the loss of taxation be resorted to. It is generally re- the opium revenue? Condensed in the proverbial cognised that the Colony cannot well bear nut-shall, my reply is "Justice before Genero. any further taxation and that were the public sity." Let me explain. It being admitted that called upon to make good the loss of opium | we are to lose \$1,500,000 opium revenue; that revenue the results would assuredly prove we contribute to the Imperial Exchaquer most dis strous. What then are we to do in | 31,250.000 as a Military Contribution, and that we are already taxed up to the hilt, it stands to reason that the best way out of the difficulty is to cease to be generous enough to contribute to the Imperial Government in order that full Justice may be done to ourselves. In other words, an day at the offices, Alexandra Buildings. Mr. appeal for Justice must be made through the H. Humphreys presided and there were also preproper channel and in a manner best suited to sent Sir Paul Chater, Messrs J. Scott Harston, the occasion.

of our leading citizens-who will, I trust Clark, E. D. Line, and J. Tarrant (secretary). accept my proposal in the spirit in which it is tendered -should organize a public meeting to be held in the City Hall at which every section of the community should be represented, so that movement made by the whole body of ratepayers. A Chairman should be elected in the Hall in the usual way. The object of the meeting should then be briefly explained and the Chair should be limited to the election of a Committee which would be representative of each section of our large cosmopolitan community, the duty of the Committee being the engagem some member or members of the legal profession to draw up a Memorial to the Sacretary of State setting forth clearly the financial position of the Colony, proving our insbility to continue contributing to the Imperial Treasury, and appealing for Justice pure and simple.

The Memorial would of course be signed by hundreds of firms and individuals and forwarded to London through the good offices of His Excellency the Governor.

I am a firm believer in British Justice and in the love of all Britons for Justice, and I refuse to believe that were the British Government approached by the people through good offices of the people's chosen representatives a deaf ear would not be turned to the ples for fair play. The Imperial Authorities which imposed the Military Conand it would in my humble opinion be impertizence to assume that action of the kind indicated would amount only to crying in the

It must be borne in mind that the Imperial Authorities are endeavouring to do what they therefore, I think, he safely taken for granted that as soon as the Premier and his distinguished colleagues realize that their flat re the opium and no little embarraesment to the local authorities, they will accept the situation as they find it and cease to exact from Hongkong a contribution which it can no longer afford.

The foregoing is just an outline of my ideas on a subject which I gather from Dr. Ho Kai's and other speeches delivered at the Council meeting yesterday is exercising the minds of the general public of Hongkong to a very considerable extent. I have not time to elaborate a scheme and must therefore leave it as it stands trusting to you, Sir, and to others who have the welfare of the colony at heart to go further into the matter if the suggestions which I have ventured to submit are deemed worthy of careful consideration,

Yours faithfully, G. A. WATKINS.

Hongkong, 29 May, 1908.

[TO THE EDITOR OF THE "DAILY PRESS".]

CHINESE ON BRITISH SHIPS

Chamber of Commerce,

Hongkong, 30th May, 1908.

DEAR SIE .- With reference to the correspond ence sent you yesterday on the subject of the Merchant Shipping Act 1906, an error inadvertently crept into one of the letters.

I shall therefore be much obliged if you will local administration. Few, if any, could kindly give further publicity to enclosed letter

> Yours faithfully, N. E. NICHOLSON. for Secretary.

Chamber of Commerce; 28th May, 1908.

Sir, -I am directed to acknowledge receipt of your letter of 21st instant (No. 3173/19)8) in which you refer to a provision in the Imperial Merchant Shipping Act 1906 against the employment of seamen on British Ships unlesss they possess a sufficient knowledge of English to understand the necessary orders and further, in which you point out the nonapplication of this proposed regulation to British subjects.

In the opinion of my Committee the inclusion of such a clouse in the local Merchant Shipping Ordinance, and its enforcement, would practically compel the first of British Coasting Vessels engaged in the China trade to go out of/Commission, for seamen and firemen with the qualification required are unobtainable, and the proof of British citizenship necessary to obtain exemption from the test. cannot be given, for the very good reason that probably ninety-nine out of every hundred men so employed are the subjects of the Emperor of

I am directed to inform you that " No. 1" Chinese who do speak sufficient English are in charge of the natives working in every department on steamers carrying Chinese orews, and these men are the medium for conveying orders by the British Officers to the sailors, firemen,

My Committee, cannot too strongly support the opinion and endorse the action taken in the matter by His Excellency as stated in the last paragraph of your letter.

I am to ask you to convey to His Excellency the Governor, the thanks of my Committee foraffording them an opportunity of expressing their views on this very important subject. I have, &c.,

(Sgd.) E. A. M. WILLIAMS,

A. S. WATSON AND COMPANY LIMITED.

The annual meeting of shareholders in A. S. Watson and Company, Ltd, was held on Satur. H. P. White, J. A. Jupp (directors), L. Guy, In this connection I would suggest that some W. T. Puddapha G. Rapp, Machado, D. E. The SECRETARY having read the notice convening the meeting,

The CHAIRMAN said-Gautlemen. The report and statement of accounts having been action taken at the meeting would in fact be a in your hands for some days, I will, with your permission, take them as read. The result of this year's working does not, I regret to say, compare favourably with recent years. We have not only had to contend with general depression man should go on to suggest that the proceedings of trade, but increased competition in several departments of the business. The falling off has been particularly noticeable in Shanghai, Tientsin and Manila, where our returns were further adversely affected by change of premises, or alterations thereto. In Shanghai (Hongkew branch) and also in Tientsin, these changes were unavoidable owing to the expiration of our leases and the owners deciding to pull down and rebuild our premises, necessitating our going into temporary quarters elsewhere. With regard to Manila I mentioned in my speech at the last animal meeting that the building improvements there were not yet completed, and that there would be a further addition under this heading during 1907. Owing to the stagnant condition of trade in the Philippines, the extra revenue which we expected to obtain from increased sublettings has not so far. come up to our expectations; consequently it may take a little longer than I anticipated to completely write off the whole of this expenditure. Though all these changes should eventualtribution upon ushave the power to withdraw it, ly prove of great benefit they have as they were bound to do, caused temporary dislocation of business and a decreased turnover. The loss on subsidiary coins for the year amounts to \$16,508.56. Turning to the accounts the item "Building Improvements" shows an addition during 1907 of \$34,040 83, mainly on account believe to be good not only for China but for of Manila, as above mentioned. The increase the British Empire as a whole, and it may in serated water machinery and plant amounting to \$19,948.81 has been mostly incurred in Manila and Shanghai, Your General Managers, with the approval of the trade is, under present conditions, calculated Consulting Committee, decided nearly a year to entail great hardship to the public ago to take steps with a view to closing the Foothow Branch. In this course they were influenced as much by the decline of Foochow as a centre for trade, as by the working results of the branch, which had been unsatisfactory for many years. The doors of the branch were closed to business on the 28th February last. and the final stages of its liquidation proceeded with. I am glad to be able to state that there will be little or no loss to the Company through the closing of this branch. Before moving the

> accounts. I shall be pleased to answer any There being no quetions, The report was adopted on the motion of the

> adoption of the report and statement of

CHAIRMAN, seconded by Mr. MACHADO. Mr. JUPP proposed, and Mr. CLARK seconded, that Messrs. F. Maitland and W. Hutton Potts be re-elected auditors. Carried. The CHAIRMAN That concludes the business of the meeting, Sentimen. Dividend warrants will be ready on Monday. Thank you for your attendance.

How to BE BEAUTIMUL-Keep your complexion, Mrs. Ellen's Creme Charmante, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialities for the Skin are the study of a litetime. A. S. Watson & Co., Ltd., Sole Agents FROM OUR CORRESPONDENT.

SIR ROBERT HART'S SUCCESSOR.

It has already been stated that Sir Robert Bredon, K. C.M.G., has become Acting Inspector General, Imperial Maritime Customs, during the absence on home leave of Sir Robert Hart, and it may now be said that, if it should happen that Sir Robert Hart does not return to Peking his, brother-in-law's permanent succession to the head-ship of the I.M.C. is practically a foregone conclusion, netwithstanding the somewhat petty and certainly interested hostility to his cardidature in seme quarters both in China and in England.

Some particulars, therefore, of Sir Robert Bredon's car er may be useful in helping towards a conception of the character of the new Inspector General.

BRILLIANT COLLEGE. CARRER.

Fir Robert Bredon, who has been Deputy I.G. since 1898, was been at Portadown, Ireland, on February 4th 1848, being the eldent son of thelate Alexas der Bredon, M.D., and Katherine, daughter of the late Joseph Bredon, R.N., Stanstead Canada, Educated at the Roya, School, Dunganuon, and Trinity College, Dublin, graduating with honours in both classics and mathematics, he passed (taking first place, for the Army Medical Staff in 1867, and passed ffirst place) out of Netley the same year.

the University his hed worked so hard and so brilliantly that he was rather taken up by professors and others, and was looked a on as a coming man possibly as professor himself.

JOINS THE ARMY.

But for family and personal reasons things were ordered differently, and he joined the Army Medical Service, being then just il and the youngest man in the service. He took his degrees in medicine and surgery soon after he was 20. Never, moreover, did be get lower than necond place-and that only once- in any of his professional competitive examinations.

This gave him a sort of claim for choice of appointment, and he asked for a regiment home, and was promptly given the 97th-then, as now, one of the smart regiments of the service. By an odd coincidence in view of Sir Robert's later career, they were known as the Celestials. from their sky blue facings.

A LITERARY PROTOTYPE, Sir Robert Bredon, it is of interest to note, is one if the successors of Dickens's famous Dr. Slammer, who was regimental surgeon of the 97th at Chatham. In fact Sir Robert is Dr. Slammer's last and only surviving successor, for regimental surgeons were abolished in 1873, and the 97th was obliterated in 1882; and became the West Kent.

Sir Robert served all his time in the Army in the very battalion of the West Kents that was in North-China-up to 1906 and is now in Singapore.

Talking of Dr. Slammer, one may wonder whether Sir Robert will be the last Inspector General as he was the last 97th surgeon and will the I.M.C. be metamorphosed into something else when Sir Robert goes, as the 97th was?

JOINS THE L.M.C.

Anyhow, in 1873 Sir Robert retired from the British Army, and joined the Chinese I. M. C. In 1897 he retired, but rejoined the same year. In 1879 he married Lily Virginia, youngest daughter of Thomas Crane Banks, of Ean Francisco, and there is one daughter of the marriage, a young lady with remarkable literary abilities and artistic accomplishments for her

Sir Robert Breden was made C.M.G. in 1903 and K.C.M.G. in 1904. He was given the 2nd Division 2nd Class of the Order of the Double Dragon by the Chinese Government, and holds the following decorations from other sovereigns and Governments: -- Officer, Legion of Honour; France; Commander, Order of St. Olaf, Norway; 2nd Class of the Order of the Sacred

APPRECIATION OF HIS SERVICES.

Treasure, Japan; and 2nd Class of the Order of the Crown of Prossia with Star.

We have previously noted the honour done to Sir Robert Hart by the Chinese Government in giving him the rank of President of a Metropolitan Board. To Sir Rabert Bredon on assuming his new position they have given the rank of Provincial Treasurer, which is sometimes translated Lieutenant-Governor. This is the rank which Sir Robert Hart, the Inspector-General, held up to a a few years ago, when he began to run far ahead of ordinary Customs work. This rank given to Sir capital, has again prevented the payment of Robert Bredon at the present juncture is a significant honour, on which his friends. foreign and Chinese alike-and they are legion

-will warmly congratulate him. The local native press and the Chinese papers of Shanghai "continue to devote space to the Inspectorate-General, I.M.C., and to the personality of Sir Robert Hart. One paper mentions" a well known man in Peking who applying with all his might for the vacant post of the I. M. C. Inspectorate-General. "No name is given, but he is described as an English subject. Another paper publishes a long article on "Sir Robert Hart's Past Life in China," pointing out what are described as his merits and mistakes."

It is to be noted that the Chinese in authority who are concerned in Customs affairs are thoroughly satisfied with both Sir Robert, Hart and Sir Robert Bredon. It is the foreigners, both inside and outside the Customs service, who are so keenly discussing the alleged desirability of having a fresh I.G. At a recent river picnic here, for instance, the name of Lord Curzon, of all people in the world, was on the lips of everybody in a crowd representative of the shipping and mercautile interests of Tientsin! Others, again, pretend that Mr. Hippisley's name is one to conjure in Lyons on the 29th May. with in connexion with the final disposal of the Inspector-Generalship. It is somewhat

natonishing to find many British subjectssome connected and others not connected with the Customs, arguing for the succession of some other man than Sir Robert Bredon, who is alleged to be too pro-Chinese, as if this were a crime. This is the basis of the spoken complaints of the Shanghai and China Association cliques. What these people want, apparently, is someone who is not pro-Chinese, but pro-foreign. It is not very wise of them to show their hand so openly.

This | raises the question, What can an Inspector General or a Commissioner or other high efficial in the I. M. C. do in pushing the interests of his own nationals? Any man will of course have more sympathy for his own nationals than for those of any other flag, but as regards his official action what can he do? Sir Robert Hart has so organised and arranged the cosmopolitan nature of the Customs staff at each port that favouritism is an impossibility; and besides that the most favoured nation clause in all the Treaties secures for every Power its own full share in whatever is got by or done for any other Power.

All this leaves out of account what Sir Robert Bredon is likely to do curing the time Sir Robert Hart is away on leave. Many may have a surprise in store. Sir i obert Bredon is now for the first time No. 1, and it remains to be seen whether he will justify or refute the charges and insinuations of his enemies. shall see what we shall see.

May 18th. H. E. Baion Hayashi, who left Peking for Tolyo on Friday, embarked from Tientsin Jesterday, having spent the interval in being feted by the Japanese Community here. Baron Hayashi has not settled all the questions that have arisen between China and Japan, but he -has been a strong Minister, and well deserves his promotion from being Minister to Ambas. sador. After being employed, on his arrival in the Japanese capital, for some time at the Foreign Office, be will be sent to a European Embassy. In South Chica both his past and his future career should be regarded with special interest, for he is the man more than Buy other who is responsible, for good or for evil, for the "Tatsu Maru" settlement, He is a very clear-headed, resolute, well-informed, and able diplomatist. More about him anon.

Referring to the appointment of Mr. C. Chow, director of the Imperial Railway of North China, to be Customs Taotai of Newchwang, this Hongkong born Chinese Official is for the present at all events to run the two posts concurrently. There is much satis faction I. cally that Tactai Chow will not leave the railway, in the direction of which he has shown much ability and gained great popula rity. Previously I actai Chow was equally successful as director of the China More hants Steam Navigation Co. His occupancy of the Newchwarg Customs Taotaiship will probably not be a long one, for it generally regarded as merely the first rung i the efficial ladder up which Tactai Chow destined to climb to a very considerable height, of country between these mountains and the see; he being one of the cleverest of the constallation of satellites with whom H. E. Yuan Shih-kai has surrounded himself)

WATKINS LIMITED.

The ninth ordinary and usl meeting of sharehold ers in Watkins Ld, was held at the company's office, Watkins' Building, on Saturday afternoon. Mr. G. Watkins presided and there were also present Messis. A. R. Lowe, Chan A Fook, John Lemm, Chow Hon Wab, Chun Yut Kai, and others.

The notice convening the meeting having

The CHAIRMAN said-Gentlemen,-We now present to you our report and accounts for the year ende d 31st December, 1907, printed copies of which have been circulated and which I ho pe will be found satisfactory by shareholders. As we anticipated at the annual meeting last freight rates extremely low. In the result, the year, our mortgage account has been entirely wiped out, and your property known as paid for in "Watkins Buildings" In the accounts there is nothing I think that requires explanation Our assets, you will notice, have been written down to very low figure and your reserves increased. As to the present year's prospects, I can only say that so far we have no reason to feel pessimistic. The continuation of the declared policy of your Gen eral Managers to use all profits to reduce floatin g liabilities, and build up working dividends, which otherwise they would have been justified in dividing. If any shareholder has any quest ions to ask, I shall be pleased to answer them to the best of my ability.

There being no questions,

The CHAIRMAN continued-And now. Gentlemen, I have the pleasure to move the first " That the report now presented together with the balance sheet and profit and loss accounts be approved and adopted." I. shall feel obliged if any shareholder present will second the resolution now before

Mr. Chow Hon Wan seconded, and the capital to be raised subsequently.

resolution was carried. This concluded the business of the meeting.

LATEST STEAMER MOVEMENTS.

The str. Rubi left Manila on Saturday, 30th ult.; and is due here to-morrow at daylight. The str. Carnaronshire left Singapore on Friday afternoon, the 29th nlt., and is due here

on or about Friday afternoon, the 5th inst. The C.P.R. str. Lennox arrived Nagasaki at 5 a.m. on Saturday, the 30th ult., and left again at noon Sunday, 31st ult. for Shanghai, where she is due to arrive at 6 r.m. to-morrow. The Silk ex M.M. str. Armand Behic which left this port on the 28th April, was delivered

The C.P.R. str. Empress of Japan arrived Vancouver at 1 a.m. on Tagsday, the 26th ult.

THE RAILWAY PROBLEM IN JAPAN.

[By Sir Clifton Robinson in the Times.] Much attention has been attracted of late to the existing economic and financial conditions in Japa, especially in reference to the scheme recently carried out for the nationalisation of the railway system of the country. The writer has just returned from a visit to Japan, where he had every opportunity of meeting various authorities and of becoming familiar with the actual position, and bearing in mind the extent to which English railway men and investors are interested in the subject, it thought that it might be of advantage to place on record what he found to be the facts of the case and the impression those facts made upon

It is desirable, in the first place, to look at the circumstances under which the railways of Japan originated. They were not begun until the end of 1869, when, for strategical as well as for commercial reasons, the Japanese Government formed the project of building a trunk line between Tokio and Kioto. The first section, from Tokio to Yokohams, 18 miles in length was begun in 1870, with the help of English engineers, and finished in 1872, and the remaining sections followed. But although the principle of railway construction by the State had thus been adopted, it was thought wise to encourage private enterprise as well, and in 1881, by which time only 100 miles of State railways were in operation, the Nippon Railway Company obtained a concession for a line from Tokio to Aomori, in the extreme north, At this stage Japanese experience of railways was so limited, the estimates of cost were so uncertain, and the capital involved seemed to be so large that the Government guaranteed the company's dividends within

certain limits. This experiment led to the expansion of private enterprise side by side with that of the State Amenaciment passed in 1883, to the effect that the general laws relating to the Imperial ways should apply also to private railways, was followed in 1887 by the Private Railways Regulations; and these, in turn, were succeeded by the Railway Construction Act of June, 1892, which laid down the programme of a national railway system to be constructed nominally, by the State, though the bot anthorized the Government to grant concessions to private companies in respect to any branches included in the pregramme but not yet begun by the Government Some approach to a Japanese "railway manin followed, and in the year 1896 (immediatel succeeding the war with China when Japanese enterprise was greatly stimulated) the number of provisional concessions applied for was no fewer than 555, though a large number of these were in respect to quite short railways, many o them for less than 20 miles of line. Under further Private Railways Act, passed in 1900 the Government reserved to themselves the right to purchase private lines, with their equipment, at the expiration of 25 years from the granting of a permanent concession.

By 1905 the number of railway companies in Tapan was 38, owning and operating 3,268 route miles of line (the track mileage being 4,255) as compared with only 1,461 miles comprised in the

State system. The construction and operation of these rail ways, by State and private autorprise respectively, had been attended with may physical difficulties. Japan is not a country exceptional adapted to railways. Mountains in long range or in spleudid isolation prevail throughout th provinces; of these over 3,000ft, in height there are no fewer than 76. In many localities the only available railway route is along flat strips while torrential rains and typhoons will converthe narrow streams of one day into raging | torrents the next, washing away the railway lines, and dislocating all traffic until repairs or reconstruction can be carried out. avoid such contingencies the railway between Kobe and Osaka at one point is laid through a tunnel constructed underneath the of a river which is especially liable to floods. Then the line from Tokic to Nacetsu runs through a mountain pass with a gradient of I in 15 for a length of five miles, included in this distance being a three-mile tunvel Here the locomotives have recourse to rack and pinion, the cog rail being laid between the

running rails, Although offering many engineering difficulties, the Japanese railways have nevertheless been comparatively cheap to construct on account of the low rate of wages prevailing in that country. Some official figures published in 1903 gave the cost per mile as follows: State lines, £10,460; companies' lines, £7,239

average, £8,172. Railway operation in Japan has had its drawbacks, the principal being the severe water competition at many points on the long and straggling coast line which has helped to keep receipts from goods in Japan are proportionately less than the receipts from passengers. Even the normal passenger traffic is relatively small, a calculation made a few years ago showing that the average number of jourseys per year per head of the population (50,000,000) was only while the average distance travelled per head per year was 42 miles. In some parts of Japan the people are still so unfamiliar with railways that atroaks of white paint have to be put on the windows of the third-class carrieges to warn the passengers not to thrust their heads through what they might otherwise regard as a vacantspac .

Private railway companies in Japan are allowed to undertake warehousing and the work of general carriers. They are also permitted to operate collieries and mines, miscellaneous receipts from these sources helping to swell their

An official report gives the capitalization of the railways in 1903 as follows :--Government. Private. Total.

Nominal Capital £25,292,775 £27,886,614 £23,179,385 14,740,329 23,663,532 36,404,161 The bulk of the money required for the State lines has been raised by loans, the cost of extensions being met in part out of net revenue. The private line have been constructed with share capital to the extent of 37 per cent., the of the Government, under the nationalization remainder being raised by debenture bonds or loans, though these are regarded only as temporary expedients' to take the place of share

-year-ended-March 31, 1906-show the general railway position thus : -

Lines open (route miles)

Titles ober (rouge myon) in		
Cost of construction		E25,806,3
Passengers carried	32,471,679	82,643,4
Goods carried (tons)	4,782,505	17,159,9
Receipts : Passengers	£1,483,871	£2,199,9
Receipts: Goods	£9: 5,160	£2,040,0
Receipts : Miscellaneous	£66,700	2795,2
Total receipts	£2,455;731	£5,035,1
that I amond the	£1,126,101	£2,461,6
Total expenditure		
Net receipts	£1,319,030	£2,573,5
Percentage of net receipts-		
To ce pital	46.4 	11'
To cost of construction	7.39	. 9
Gross receipts per mile	£1,390	£1,5
Gross expenses per mile	£643	£7
Receipts per train mile run	55 1d.	47'
Expenses per train mile run		23'
Percentage to total receipts of		
		4
Receipts from passengers		
Receipts from goods	36 9	4
Receipts from miscellaneous.		1
	Trees to Victoria A.	

Such was the situation when, on March 31, 1906, the Railway Nationalization Law was promulgated in Japan. This law enacted that the State should, within a period of ten years from 1906 to 1:05, purchase 17 of the principal private railways having a route mileage of 2,806 miles. The original scheme included 15 other rallways, with a mileage of only 353 miles between them; but these were eliminated as being lines of local interest only. The actual purchase price of the 7 lines was between

£46,000,000 and £50,000,000, calculated on the following basis quoted from the official translation) :- "(a) An amount equal to 20 times the sum obtained by multiplying the cost of construction at the date of purchase by the average ratio of the profit to the cost of construction during the six business terms of the company from the second half-year of 1902 to the first half-year of 1905. (b) The amount of the actual cost of stored articles converted

according to current prices thereof into public

loan bonds at face value, except in the case of articles which have been purchased with bor-

The Government agreed to hand over the purchase money, within five years from the date of the acquisition of the lines, in public loan bonds bearing 5 per cent. interest calculated at their face value, and to issue a public loan equal to the amount of the purchase price, such loan to be redeemed out of the net profits according Those objections are based on the grounds, from the purchased railways, and within, it was estimated, a period of 32 years. Under this the extreme for the thoughts and the attention scheme six of the 17 railways were taken over of a Government engaged in the discharge of before the end of 1906, and the remainder in

The official reasons for the nationalization distracted by details of railway management; project tous carried out were given in the (2) that there is a great danger, as shown by the edition for 1967 of the "Financial and Economic example of Belgium and various British VIOLINS Annual of Japan," issued under the authority of | Colonies, of the National Parliament finding the Department of Finance. It was there said itself hampered by members bringing forward that, "in view of the necessity for a definite wages demands, or personal grievances, in conpostbellum programme, and for the increase of nexion with the railway service; (3) that there national wealth and development of national resources," it had become of the utmost import. large body of State servants; (4) that though ance to introduce effective means of internal transportation and communication. But, it was directions, the general effect is increased added, the existing system of Government and private railways lucked "order and uniformity," | so complicated a business as a large railway offered no facilities for direct traffic over long system is best left to trained railway adminisdistances, and hardly appeared to "keep pace trators—as most of our Colonies have with the general progress of society." Hence the purchase scheme in question. In other quarters it has been suggested that the scheme was much more due to strategical than to purely economic considerations, and that: whatever the strength of the party in Japan which bas favoured State Socialism in so many ways of late years; the influence of the military cial interest only in their operation. To retain party also must not be left out of account. . Whatever the real reasons and influence

leading up to railway nationalization in Japan. the results have had a seriously disturbing effect on the national finances, already from other causes so heavily overweighted. the Japanese are not a people to whom one

lightly ascribes the mistake of under-estimating difficulties or of lack of provision. But in this case their Government seems to have overlooked the country's cipacity for expansion. Within four years of the war with China the ralway mileage increased by over 50 per cent, and the existing railway system is palpably inadequate to serve a population of some 50,000,000. 5.014 miles shown in the table given above affords also a striking comparison with the 23.0 0 miles open at the same date in the United Kingdom. The Japanese Government was not oblivious to the necessity for extensions and betterments, as the Budget for the year ended March 31, 1908, indicated a programme of expenditure involving £17,816,000, of which £11,554,000 was for construction spread over eight years, and the balance for improvements distributed over 12 years. We know that the financial programme then set out has already had to be curtaited in respect of expenditures more nearly touching the national pride than the building of railways, and we know also, from experience in india, that Government estimates railway system—though subject to such condiof railway capital needs seldom keep race with tions as would ensure a full regard for Japanese the demands of commerce. We find here the germ of the more or less

degree of support not likely to be given to companies standing in anomalous relationship interested reports telegraphed at intervals from Tokio that the nationalization of the railways | towards a State which was itself operating comhas been a failure. It is a failure in one sense of the term. No other practicable method of should adopt some such course as that here linking together and co-ordinating an infinitely subdivided railway system could have been her energies more effectively on the great work devised. From the point of view of facilitating of national expansion she already has on hand. traffic and trade the nationalization policy remains una sailable. The obstacles encounter- Of this expansion the writer had abundant ed have been two-fold. The first is that no evidence. In the harbour of Nagasaki he saw railway system can be worked with a closed the Japanese flag flying over some 90 per cent. capital account; the second is that Government of a huge fleet of steamers trading with all parts can maintain the necessary flow of capital of the world; at Hongkong British, German without wearing out its welcome in the loan and American steamers were filling their markets of the world. Witness the chilly bunkers with Japanese coal; at Honolulu he German floyd Company from £279,500 to reception of the Japanese Government's South Manchuria Railway issue, and the progressive severity of the terms the Prussian Government have to concede to secure capital for railway purposes. Japan has had to exercise her ciedit extensively of late years, and a constant stream of loans for railway purposes could not fail to impair a credit deservedly sound. Investors are less inclined to weigh the objects for which loans are sought than to dwell on the frequency of their emission. The urgency of the call for railway expansion in Japan and the scantiness of the funds available may be judged from the fact that the Minister of Finance and the Minister of Communications have both resigned because they have not been able to

secure votes on this account. More remarkable still is the fact that either to avoid outlays on existing lines, or to provide additional facilities without resort to State funds, the Government are considering concessions for the construction of electric railways. which, in some instances, paralleled the State railways for hundreds of miles. We get, therefore, this striking position—that, within two years of the nationalization scheme being carried out, not only is a large capit I expenditure found necessary for which no provisison can comfortably be made, but the Government propose to revert to that very system of dual ownership, the disadvantages of which the scheme was mainly destined to overcome. If the additional lines are needed—and that fact is not questioned -it should surely be the duty and the interest scheme, to provide them and so control the whole system for all time. It is practically hopeless to expect that capital will be attracted to Japan for the construction of new railways The latest available statistics-those for the when the Government admits its inability to provide the funds and by implication is precluded from offering such guarantees as would encourage prudent investors. It is assumed new electric lines would "supplement" those at present operated by steam; but, if they competed with the latter, what would then be the attitude of the Government, depending, as they must on the profits from the lines they had acquired to pay off the purchase money?

In such a dilemma the line of prudence and safety is to seek a middle course. The writter's view is that, while retaining her system of State ownership, Japan should discard the political, financial, and economic drawbacks of State operation, and adopt the suggestion already advanced for the transfer of the entire railway system to a company which would relieve the Government of their responsibilities, guarantee an assured return for the concession, and undertake all further improvements and extension in 15.8 the working of a unified system. There are

"KEY BRAND" PILSENER BEER.

THE MOST POPULAR PILSENER BEER ON THE MARKET. IT IS CLAIMED BY CONNOISSEURS TO BE "THE PILSENER BEER." THE FINEST HEALTH PRODUCING BEVERAGE.

PER CASE 4 DOZEN QUARTS SOLE AGENTS:

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12, QUEEN'S ROAD CENTRAL.

Hengkong, 29th May, 1908.

in the writer's judgment, grave objections to

are obvious objections to having as electors

State operation may result in economies in some

expenditure; and (5) that the management of

The procedure recently adopted by the

eminently practical Government of Mexico is

well worthy of the study of Japan. In the case

of Mexico the difficulty to be faced was the

passing of control of the principal railroads into

the hands of capitalists having a purely finan-

on behalf of Mexican industry and the nation at

large, the ultimate direction of railway policy in

the Republic, the Government boldly entered

the market and secured a paramount interest in

two railways and, thus intrenched, made terms

with others. But so far from involving its own

and is the ultimate arbiter of the railway

destinies of the country. Examples which may

appeal more directly to the Japanese Govern-

ment are furnished by India, where the Govern-

ment has relegated the operation of lines

purchased from private owners to the old

managements, which obtain any profit which

may accrue, after a fair return to the Govern-

the Japanese Government will find the best solu-

dual ownership principle, would be a greater

mistake than State operation under a system of

interest-would deserve, and should obtain.

There is one supreme reason why Japan

In the writer's opinion this correlation in

mutual conditions seems fully to warrant a

feeling of sympathy, if not almost of kinship,

between nations geographically so far apart

and Englishmen, at least, can well afford to

offer friendly counsel and hearty encourages

ment to an ally that has become the Great

THE PORTUGUESE REPUBLICANS.

The notable sermon delivered on Saturday

Bishop, but he has shown himself to be a man."

The Clerical Portugal, in somewhat similar

language, says :- " We have become so unuged

Lisbon, April 28.

cast aside any feelings of trade rivalry, and

Power of the Far East.

management

petitive lines of railway.

State operation, as distinct from the State or municipal ownership, of railways, tramways and other commercial undertakings. A SPLENDID STOCK among others, (1) that, it is undesirable in exacting duties of supreme national importance -as is now especially the case in Japan-to be

LARGE SELECTION OF FLUTES

FIFES

PICCOLOS

BRASS

INSTRUMENTS

OF ALL KINDS.

excellent credit in railroad finance, or taking any responsibility for technical management, the Mexican Government facilitates a reorganization ROBINSON which puts the operation of three great railroads in the hands of competent experts and leaves PIANO CO., LD. question of extensions, suppression of redundant services, and so forth to a responsible company. while the Government receives a stated return

Hongkong, 22nd May, 1908.

to hear the truth spoken aloud without hypocrisy or cowardice; so thick and heavy has been the atmosphere of falsehood which for years has enveloped us, that it is regaded as an act of heroism to speak the truth and nothing but the truth." Those organs of the Fress which are ment, from enlightened administration and more closely connected with the Government naturally maintain considerable reserve in It may be in some such direction as this that dealing with the subject, but there is unquestionably a feeling in Government circles that tion of their own problem. A reversion to the the discourse was unduly political in tone.

It is officially announced that for to morrow's ceremony of the opening of the Cortes, as for nationalization. A company working the entire | the King's acclamation in the same Assembly, Republican journals repeat their instructions to the people" to absent themselves from the ceremony and the line of route, on the ground that all semblance of disturbance must be a coided and that such an attitude is the most snitable reply to "the ridiculous measures" for maintaining order which the authorities have seen suggested, because she could then concentrate fit to take.

REICHSTAG AND SHIPPING SUBSIDIES.

Berlin, April 30 The Reichstag to-day referred to the Budget Committee the Bill in which the Government proposes to increase the subsidy of the Northlearned that when tenders were invited for the £304:500 in consideration of additional services construction of barbour works and fortifications from: Australia, Japan and China to German -presumably against possible Japanese aggres. New Guines. It is proposed to allocate the sion—the lowest and most attractive tenders came additional £25,000 to the so-called Australfrom Japanese contractors; on the Pacific Coast Japanese line, and to endow a new service of America he found that the sleepers used in between New Guines and Singapore with an the construction of the new railway running annual sum of £13,500, which is to be subtracted between Orden, Los Angeles, and San Francisco for this purpose from the existing subventions

had been supplied direct from Japan, in com- of the company. petition with American lumbermen; while in On behalf of the Imperial Secretary of State Southern California were huge fruit farms and for the Interior, who is indisposed, and in the market gardens languishing for want of labour | absence of the Colonial Secretary, who is on hitherto admirably performed by Chinese and leave, the Under-Secretary in the Home Office, Japanese, to the latter of whom also, the Herr Wermuth, explained to the House the prosperity of Honolulu-where many thousands importance of encouraging the North German of industrious Japanese work on the farms and Lloyd Company to continue its Far Eastern sugar plantations—is almost entirely due. services on their present scale. During the last Japan is now establishing colonies of her own 20 years the total value of German exports to to absorb her surplus population, which will no China. Japan, and Australia had incre-sed from longer have to seek an outlet in the Pacific, in £3.000.000 to £11,630,000. In the case of Japan the United States, or in Canada; and the result alone the value of the German-export trade had will be directly to Japan's economic advantage. risen from £925,000 to £5,100,000. It was im-That Japan has before her a great commercial portant that branches of the German connexions and industrial future there is not the slightest with the Far East, like the lines from New Guinea doubt. Between her own position, as the sea-girt to Yokohama and from New Guines to Sydney,; home of an energetic, enterprising, and maritime | should be assisted until they became self-supportnation, and our own position in the British Isles ing. The demands of the viovernment on behalf there are many points of identity. Japan is of the North-German Lloyd were not excessive, developing her resources on lines strongly since the British and Australian Governments analagous to those on which we have developed subsidized British shipping in those seas with our own; and her success is winning for her an annual grant of £1,470,000, while French a degree of antagonism on the part of other shipping received no less than £2,750,000 for nations akin to that which our own commercial its services. The additional grant of £25,000

> South Seas and the Far East. The Conservative Deputy, -Count Kanitz questioned the necessity for subsidizing a shipping company which was able to pay a dividend of 8 per cent,, and he said that, above all, in the present state of the Imperial finances. account ought to be taken of every penuy which was spent. The Radical and National Liberal Deputies for Hambur, and Bremen supported the Bill upon the ground that a "national

assured basis for its future development in the

advancement and colonizing power have entailed | would secure for the North-German Lloyd an

interest" was involved. On behalf of the Centre party Herr Erzberger expressed the opinion that the financial position of the North-German Lloyd Company was by Canon Ayres Pacheco continues to be the more enviable than that of the German Empire. principal subject of discussion here. The Re- The proposed subsidy would chiefly benefit publican journals forget their detestation of trade between Australia and Japan, and the Clericalism in the satisfaction they feel at the maintenance of cheap rates and freights on this preacher's condemnation of the political methods, route could not in itself be described as a that have been practised in Portugual. The "national interest." In his opinion the grant Remublica declares that the Canon "spoke the of an additional subsidy to the company would truth to the King and was assuredly the first merely enable the Japanese to compete more

person to do at. . . He will never be a successfully against German trade. In view of the objections which were raised by a number of other speakers, the Bill was ultimately referred to the Budget Committee.

ordered for a fixed period will be continued until countermended. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Purss. Codes: A.B.O., 5th Bd-

P.O. Box, 33. Telephons No. 12.

NEW ADVERTISEMENTS

NOTICE.

HAVE This Day authorised MR. E. CHANDOOBIIOY to Sign my Firm. E. PABANEY. Hongkong, 1st June, 1908. NOTICE.

TOTICE IS HEREBY GIVEN that from This Date Mr. EBRAHIM A. TYEBKHAN Takes Charge of our Firm in place of Mr. Escopally Soolkmanjee who

is leaving the Colony. Dated the lat June, 1903. ABDOOLALLY EBRAHIM & CO.

OFFICES TO LET. ROOMS on First Floor, YORK BUILDrigs, now occupied by the Hongkong Christian Sci-nce Society. Apply to KELLY & WALSH, LD. Hongkong, 1st June, 1908

PUBLIC AUCTION.

FIGHE Undersigned have received instructions from I DWARD OBBORNE, Esq., to sell by Public Auction. TO-DAY (MONDAY)

the 1st June, 1908, at 2.30 F.m., within his residence, " odresuagh," The Peak, THE WHOLE OF HIS HOUSEHOLD, FURNITURE,

Comprising :-CARVED WOOD & SILK TAPESTRY-COVERED DEAWING HOOM SUITE (French-m ke), DOUBLE and SINGLE BRASS MOUNTED BEDSTEADS and BEDDING, TENKWOOD WARDROBES with Bevelled Glass, SIDEBOARD, DING NER WAGGONS, MAUSLE TOP BUN REAU and WASHSTAND's with Bevelod Glass, GLASS and UROUKERY WARE, TEARWOOD EXTENSION DINING TABLE and CHAIRS, PLUSH-COVERED CHAIRS, OOKING STOVE and UTEN-SILS, &c., &c., &c.

2 COTTAGE PLANOS by The Robinson Piano Co. .

Catalogues may be had on Application. TERMS :- As usual. HUGHES & HOUGH, Auctioneers.

Houghong, 1st June, 1908. SANTA CASA DA MISERICORDIA OF MÁCAO.

NOTICE.

T IS HEREBY NOTIFIED for Public information that; at Three o'clock in the afternoon of the 30th June of the current year, before the Board of Directors of the Santa CASA DA MISERICORDIA OF THE MACAO, the adjudication by PUBLIC AUCTION, will be made of the LEASE of the "BOA VISTA THOTTEL SANATURIUM for a period of THREE YEARS, commencing from the TENDERS must be submitted in SEALED | I'R Old Pilot and Runner KWOK LIN COVERS

The conditions for bidding are as follows;-I. P rsons desirous of bilding must Deposit with the Provedor of the Santa Casa, before the opening of proceedings, the sum of \$350 as a Pledge of the bone files of their offer, which sum shall be returned to all those who may not be awarded the Lease, immediately after the adjudien ion

2. The TENDEUS, which must be in sealed. covers, addr sed to the Provedor, must be delivered othe Board as soon as adjudication proceedings are declared opened, together with the Deposit Note.

- 3. Those failing to make the Deposit will not be allowed to bid, nor will their tenders se 4. T e GUARANTEE, with must be

given by the successful bidder, inmit diately after the award is made, will be the equivalent IN CASH I ONE YEAR'S REATAL, or a Deposit Note for a like value of any Bank payable to the Order of the Santa Cava : personal bond being unacceptable. 5. The UPS T VALUE of the Lease i

THREE THOUSAND SIX HUNDRED DOLLARS per autum, corresponding to \$300 a month.

The Clauses of the Agreement for Lease can be seen at the Office of the Secretary of the Santa Casa where they can be considered by intending tenders. ANTONIO MARIA INNOCENCIO

MAHER. Secretary to th Board of Directors, Santa Casa da Misericordia.

Date lat Mucho. Chambers of the Santa Casa da Misericordia, 26th May, 1908.



AUSTRIAN LLOYD'S STEAM, NAV GATION COMPANY.

STEAM, FOR FIUME AND TRIESTE (DIRECT Caling at SINGAPORE PENANG COLONBO, BOMBAY, KARACHI. ADEN SUEZ and PORT SAID. Taking Cargo at through sates to the BEAZILE, to PERSIAN GULF, LAD SHA. BLACK. SEA, LEVANT, VENICE and ADRIATIC PORTS.

HE Company's Steamship .

" TRIESTE," Captain S. Cliunak, will be despatched as above on or about TUESDAY, the 23rt June. This steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Frei h apply to

SANDER, WIELER & Co., Agents. Princes' Buildings.

Hongkong, 1st June, 1908.

NEW ADVERTISEMENTS

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PEYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULP, CONTINENTAL, AMERICAN AND BOUTH APRICAS PORTS.

THE Stozenship

'DELHI," Captain J. D Andrews, R.N.R., carrying Hi Majesty's Mails, will be despatched from this for Bombay &c. on SATUR. DAY, the 13th June at Noon, taking passengers and cargo for the above port in connection with the Company s. BRITANNIA," 7,000 tons, from Colombo passengers' accommodation in which verse to secured before departure from Hougkong.

Silk and Valuables, all cargo for France in Tea for London (under arrangement will be transhipped at Colombo into the mail steame proceeding to Marseilles and London, other cargo for London, &co., will be conveyed from Bombay by the R.M.S. "EGYPT,"

in London on 26th July, 1908. Parcels will be received at this Office unt. 1 P.M. the day before sailing. The contact. and raine of all packages are required. For further particulars, apply to

F J ABBOTT. Acting Superintender to Hongkong, Ist June, 1998. NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERM IN M IL LINE.

NOTICE TO CONSIGNEES.

THE Company's Steamship

"MANILA." having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being lauded and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., Kowloon whence delivery may be obtained: No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th inst., will be subject

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th inst., at 9.30-A.M. All Claims must reach us before the 10th

pst, or they will not be recognised. No. Fire Insurance will be effected. Bills of Lading will be countersigned by the andersigned. NORDDEUTSCHER LLOYD,

MELCHERS & CO., Agents. Hongkong, 30th May: 1:08

NOTICES OF FIRMS

THE HANGWEY CO., WATCH. MAKERS &c. No. 6, BONHAM STROND EAST.

FITHE Interest and Responsibility of each and all of us in the abave named business entirely CEASED on the 23rd May. 190 Cour Shares having been CAKEN UP by CHEUNG HEUNG WING TUNG, another Partner of the Company,

LEHNG BUN TAT TONG. CHEUNG BUN ON TONG. CHEUNG LIN TAK TONG. Hongkong, 20th May, 1918. 902

(郭運) who joined Our Service in 1881, Cha bu to be imployed by us on the

His Sti ARES in the Company (WING KEE & Co.), val a d at \$100.00 (Five hundred) dollars) have been TAKEN UP by us, and from hencefo the he shall have no connection whatever with our Company. WING KEE & CO.

Coal Merchants, Stevedores, &c., Nos. 47, 48, 49, Con an cht Road Central. Hongkoug, 26th May, 19-8.

NOTICE.

TZ WONG WOO, JEWSLLER, ETC., of 66, Queen's Road Central, begs to inform the General Public that he has never heretofo e acted as Guaranter for any person or persons and should such be done in inches the docamouts must ideritably bear the Signature, of his Sole Representative Mr. CHEUNG KING

Hongkong, 9th April, 1908.

INTIMATIONS

THE YAN ON MARINE AND FIRM INSURANCE COMPANY, LIMITED. 303, DES VOUX RO D CENTRAL. 25th May, 1908. BING SHUN and to All Others'

Whom it may Concern. NOTICE IS HEREBY GIVEN that the Board of Directors of the above-named Company require the R payment on or before the 7th day of JUNE, 1903, of the sum of \$..000 together with all arreas of laterest owing thereon up to the date of Payment, the said sum of \$5,0) being the amount deposited by the Company on the 7th day of Ja uary, 1905 with the WAL WO BANK in which Bask the above named LAU HIAG SHUN was then a Partner and for the Repayment of which

be also h came sucery. NOTICE 13 HEREBY ALSO GIVEN that if de nult is music in such pryment on or before the 7th day of June, 19 8 it is the intention of the Board to sell in such manuer os it thinks fit he Shares in the Company Numbered 3328 to 3427 (inclusive), of which the said LAU HING SHUN is the Registered holder, and the net proceeds of sucu sale will be applied in or towards satisfaction of the said sum and

CHAN YUT NGAM.

P rmanent Secretary. WILL NOT REMOVE.

BY courtesy of the SECRETARY of the Hongkond Hotel, we will REMAIN.

HERE. NOW SHOWING:

NEW SUMMER GUODS. All Varieties, Most Reasonable Prices.

Hongkong, 1st June, 1908.

Hoosain-Ali & Co., 25, Queen's Road Central. Under Hongkong Hotel. INTIMATIONS

GRAND FAREWELL PERFORMANCE

ONE NIGHT ONLY 3RD JUNE, 1908.

MAURICE E. BANDMANN Presents HENRY DALLAS

BANDMANN OPERA CO.

On their return to Calcutta.

WEDNESDAY, 3rd June : THE MERRY WIDOW-(Die Lustige Witwe) .. .

\$3, \$2 and \$1. Booking at Mysses, S. MOUTRIE & Co., LTD. H markour, 21st May, 1908.

NOTICE. WING to the Ground being opened up in counce ion with the Relaying of Drains, both COURSES WILL BE CLOSED until

HONGKONG JOCKEY CLUB.

further notice. HOUGH, Clerk of the Course.

Hen skong 29t | May HONGKONG CLUB.

N EXTRAORUINARY GENERAL loon. MEETIN. of the Members of the will be held in the Club House, on THURSDAY, the 4th June, 1908, at 5,30 P.M. to Confirm the Resolution passed at the Extraordinary General Meeting held on the 14th May, 1908, as posted in the Hall of the

JAMES CRAIK, Acting Secretary. Hongkong, 28th May, 1908.

AUUTIONS

PUBLIC AUCTION. THE Undersigned have received instructions.

from Messre, Puschard, Lowther & Co., to Sell by Public action, On WEDNESDAY. the 10th June, 1998, at cl. M's Nevel YARD EXIENSIAN, commonding at Il A.M. A Large Quantity of

SURPLUS STORES, MATERIAL, PLANT, ROD IRON, &c.; THE WHOLE OF THEIR OFFICE FURNITURE. Comprising :- WRITIN F . TABLES.

DRAWING BOARDS, COPYING PRESS, CHEST-OF DRAWERS, TABLES, CHAIRS. COUNTERS & CLOCKS. BARUGRAPH, 3 MILNER'S IKON BAFES; The Steam Launch "WALLINGFORD"

and 2 LIGHTERS. On View from This Date. TRRMS -As Usual. HUGHES & HOUGH.

Auctioneers: Hongkong, 28th May, 1908. IMPORTANT AUCTION OF THE STEAMSHIP

TESSES. WHYM RK & THOMPSON IVI have been favoured with instructions to Sell by Public Austion, At the Kone SALES ROOMS, No. 72,

660 H I O 2

Kyo-machi, Kobs on THURS DAY, June-11th, at 11.47 A.M. The Handy Passeng r and Cargo Stramer-"OHIO," (formerly "OHIO I.") As she lies moored at Hiogo tog-ther with all her Appurtenances; Anchors, Chains, Gear,

Built of Iron in 1886; Gross Tonnage 1019; Nett Register, 554 Tons; Cubic Cargo Capscity, 1000 Tons; Dead Weight, 900 Tons; Bunkers, 200 Tons; Length, 224-8"; Breadth, 32"; Depth of Hold 14 6"; Draft fully laden 14-6"; In Ballas, 9; vo. of Holds, 2; Hatches, 2, 20' by 10 and 14' by 10; Passengers, 27 First Class, 18 Second Class 250 Scenage; Bulkheads 4; Water Ballast, 86 Tons; Wooden Docks; Triple Expansion Engines amidships; 159 Nominat Hot e Power; Cylinders, 19" 30" and 50'; Stroke, 30'; Sing a Ended Ballers renewed in 1096; Working Pressure, 1 10 lbs.; Speed, 10 Knots; Coal Con-umption, 15 Tons; Donkey Engine and Boller and 2 Steam Winch s; Ample Sa oun Equipment for Passengers, &c . &c.

Fer any other Parliculars, apply to THE AU IONEERS. 72, Ky Machi, Kobe

Kobe, May 8th, 1908.

TO LET.

COOD OFFICES at 2, TEDDER STREET.

Apply to-JARDINE MATHESON & Co., Ltd. Hongkong, 28th May, 1903... TO LET

FROM 1ST MAY.

TOWLOON MARI E LOT 43, Yaumati, Area 85,200 square feet and with 255 feet Sea Frontage, Especially suited for Storage

of Coal, Timber, &c. Apply to-HUMPHREYS ESTATE &

FINANCE CO., LTD. Hongkong, 18th January, 1918. TO LAT.

NO. 2, CHANCERY LANE, Six-Roomed House. El-ctric Lights. Put in thorough repair. With imme inte possession. Apply to

PERCY SMITH & SETH, Acountable & Anditors, &c., 5. Queen's Road Central. Hongkong, 16th May, 1908.

TO LET

, TO LET.

NYOS. 27, 31 and 33, SEYMOUR ROAD. No. 61, CAINE ROAD. Apply to-

SAM WANG CO., LTD., 81, Queen's Road Central. Hongkong, 22nd April, 1908.

TO LET.

Apply to-THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1908. TO LET.

FFICES in ALEXANDRA BUILDINGS.

Apply-A. S. Watson & Co., Limited. Hongkong, 23rd April, 1307.

TO LET.

P.TO. 2, MACDONNELL ROAD.

COMPRADORE'S DEPARTMENT Nippon Yusen Kaisha. Hongkong, 3rd June, 1985.

FFICES in HOTEL MANSIONS. . Apply to-

HENRY HUMPHREYS. Alexandra Buildings. Hongkong, 1st May, 1908.

Terrace and Hamphreys Aronne Von Terrace and Humphreys Avenue, Kow-TAM TSZ KONG.. Apply to-Care of Hip On Insurance, Exchange and

Loan Co., Ld., 42, Boaham Strand, West. Houseng, 1st October, 1947. TO LET.

66 ALENWOOD." CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms. No. 1, COLLEGE GARDENS, Furnished. For 5 or 6 Months, cheap reutal. OFFICES in Bank Buildings, Top Floor. From 1st July, 1908. BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldbeck MacGregor). OFFICES in Queen's Boad Central. BELILIOS TERRACE HOUSES ROBINSON ROAD. No. 3. DUDDELL STREET Shop. No. 2. DES VŒUX VILLAS (PMAK).

No. 57, PRAYA GRANDE, Macao. Apply to-LINSTEAD & DAVIS. 3rd Floor, Alexandra Buildings. Hengkong, 5th May, 1918.

TO LET. FITHE ROOMS on the first floor of No. 34. QUEEN'S ROAD CENTRAL, topposite the General Post Office). The Rooms are light, spacious and well ventilated. Very moderate rent. Immediate Possession.

Apply to-YEE SANG FAT & CO Same address. Hongkong, 28th January, 1907.

and 5-ROOMED HOUSES in Kowloon.

TO LET.

COMMODIOUS SHOP in Des Vooux Road Central. Hongkong. Immediate possession Moderate rentals.

Apply to-HUMPHREYS ESTATE & FINANCE CO., LD. Hongkong, 2nd April, 1908.

TO LET. HOUSE in KNUTSFORD TERRACE KOWLOON. No. 3, CANTON VILLAS.

THE HONGKONG LAND INVEST MENT AND AGENCY CO. LD. Hougkong, 1st June, 1908,

TO LET.

FIRST FLOOR of No. 6, Queen's Road, Central, comprising Six Large Rooms Outhouses suitable for business Preor Dwellings, now occupied by FEBD. BORNEMANN.

Apply to-DAVID SASSOON & Co. LTD. Hongkong, 7th April, 1908.

TO LET. ARBUTHNOT ROAD-6 Rooms.

E. A. & C. F. DE CARVALHO 14, Arbuthnot Road. Hongkong, 25th April, 1908. TO LET.

FFICES on Top Floor No. 2, Connaught I Road, facing the Cricket Ground. A HOUSE in RIPON TERRACE. No. 10, DES VŒUX ROAD CENTRAL,

"HATHERLEIGH," Conduit Road. OFFICES in Your BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B., Des Voux Road next to the Hongkong Hotel. FLATS in MORETON TERRACE. Apply to-

THE HONGKONG LAND INVEST MENT & AGENCY CO., LTD Hongkong, Ist June. 1908. TO LET.

IMMEDIATE POSSESSION.

ODOWN at Davies Street, Kennedy

Town, lately occupied by the STANDARD OIL COMPANY. Apply-CHATER & MODY. Hongkong, 24th March, 1908.

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000

BANKERS LONDON JOINT STOCK BANK, LIMITED INTEREST allowed on Current Accounts at the rate of 2 per cent, per annum on the

Daily balance. ON FIXED EEPOSITS: 21 per cent. EVAN ORMISTON.

Manager. Hougkong, 23rd April, 1908.

WOKOHAMA SPECIE BANK

CAPITAL PAID-UP Yen 24,000,000

HEAD OFFICE - YOROHAMA. BRANCHES AND AGENCIES. Tokyo. Nagasaki San Francisco Honolulu New York Hankow Shanghai Bombay Tientsin-Chefoo Port Arthur Newchwang Dalny Mukden Antung

Chang Chun HONSKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance. Un fixed deposits for 12 months 5% per annum-

3% ,, ,, TAKEO TAKAMICHI, Manager. Hongkong, 24th March 1908.

TEDERLANDSCHE HANDEL MAATSCHAPPIJ. (NETHBELANDS TRADING SOCIETY). ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 . (£3,750,000) RESERVE FUND ... FL. 5,378,375 (£448,000) HEAD OFFICE : AMSTERDAM, HEAD-AGENCY BATAVIA Branches :- Singapore. Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja, (Acheen) Bandjermaain, Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry. Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c. LONDON BANKEES;

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

THE UNION OF LONDON AND SMITHS BANK,

LIMITED.

INTEREST ALLOWED. On Current Accounts 2% per annum on daily On Fixed Deposits 12 months 41% per annum. do. 6 do. 31% J. L. VAN HOUTEN, Agent,

Hongkong, 18th November, 1907. I BUTSCH-ASIATISCHE BANK. CAPITAL FULLY FLID UP ... Sh. Tack 7,500,000

HEAD OFFICE -SHANGHAL. BOARD OF DIRECTORS, BERLIN. BRANCHES: Berlin, Hamburg, Calcutta, Hankow

Tienzein, Peking, Tsinanfu, Tsingtau, Kobe, Yekohama, Singapore. Founded, by the following Banks and Bankers :--KONNIGHTORE SEBHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.

DIRECTION DER DISCONTO-GEBELLSCHAFT DEUTSCHE BANK S. BLEICHRONDER BEELINER HANDELS-Berlin. GESELLSCHAFT BANK LURR HANDEL UND INDUSTRIE ROBERT WARSCHAUER & Co. MENDELSSOHN & Co.

M. A. VON ROTHSCHILD & Frankfurt a/M SOBHME JACOB S. H. STERN NOEDDEUTSCHE BANK IN HAMBURG, Hamburg SAL OPPRIHRIM, JR., & Co., Koein. BAYERISCHE HYPOTHEREN UND WECHERL

BANE, MUENCHEN. LONDON BANKERS: - Mesers, N. M. ROTHSCHILD & BON: THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BEBLIN), LONDON AGENCY DIRECTION DER DISCONTO GESHLLECHFAT. INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOEHN,

Manager. Hongkong, 4th December, 1907.

WHE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 18

HEAD OFFICE-LONDON. PAID-UP CAPITAL £1,200,000 RESERVE FUND......£1,525,000 RESERVE LIABILITIES OF PROPER-TORS £1,200,000

at the rate of 2 per cent. per annum on the Daily balances. On Fixed Deposits for 12 months & per cent for 6

INTEREST allowed on Current Account

Hongkong, 14th May, 1908.

JOHN ARMSTRONG.

Manager.

THE BANK OF TAIWAN LIMITED (INCORPORATED BY SPECIAL IMPERIAL CHARTER

CAPITAL SUBSCRIBED You 5,000,000

HEAD OFFICE: TAIPER, FORMOSA.

BRANCHES AND AGENCIES: Tamani Nagasaki Tokio : Oraka: Yokohama Shanghai Keelung

3. DES VOUE ROAD. Interest allowed on Current Accounts. Deposits received on terms which may be had D. TOHDOW, Manager.

INTERNATIONAL DANKING

CAPITAL PAID UP ... Gold \$3,250,000, = about Mex. \$7,222,222 ... Gold \$3,250,000. == about Mex, \$7,222,222 HEAD OFFICE: 60 Wall Street, New York.

LONDON BANKERS: BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND

BRANCHES and AGENTS all over the World. The Corporation transacts every description of Banking and Exchange business, receives money Current Account at the Rate of 2% per annum on Daily balances and accepts Fixed Deposits at the following rates:-

No. 9, Queen's Road, Central, Hongkong. W. M. ANDERSON, Manager.

BANKING CORPORATION. PAID-UP CAPITAL ... \$15,000,000

RESERVE FUNDS:-

STERLING £1,500,000 at 2/-=\$15,000,000 S1LVER ... \$13,500,000

COURT OF DIRECTORS. Hon, Mr. HENRY KESWICK,-Chairman. E. GONTA, Elsq. - Deputy Chairman E. Shellim, Esq. E. G. Barrett, Eaq.

C. R. Lenzmann, esq. CHIEF MANAGRE Hongaorg-J. P. M. SMITH

MAGNET Shaughal- W. ADAMS ORAM.

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per ON FIXED DEPOSITS.

J. R. M. BALLEL.

HONGKONG BAVINGS BANK THE Business of the above Bank in conducted by the HONGKONG AND

Depositors may transfer at their option balances \$100 or more to the Hondkong AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 Per Cent, per Lunum.

Hongkong, 12th January 1907. TEDERLANDSCH-INDISCHE HANDELSBANK

ESTABLISHED 1863.

HEAD AGENCY: BATAVIA. BRANCHES at: Singapore, Sourabaya Samarang, Indramajoo, Bandoeng and Weltevroden. ORRESPONDENTS at: Cheribon, Tega

Djeddah, Bangkok, Saigon, Shanghai, BANKERS: (THE WILLIAMS DEACONS BANK, Swiss Bankverein. Paris: COMPTOIR NATIONAL D'ESCOMPTE DE

Brussels: BANQUE DE PARIS HT DES PAYS BAS.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of

INTEREST ALLOWED. On Current-Account at the Rate of 2% per annum on the Daily Balances. On Fixed Despoist: 12 months 4% per annum do. 6 do 31%

No. 16, 190 V ux Road Contral.

CORPORATION.

LONDON OFFICE: Threadneedle House, E.C. Branches and Agents all over the World

LIMITED, THE CAPITAL & COUNTIES BANK, LIMITED

For 12 months 44 per cent. per annum.

Hongkong 8th April, 1908 LIONGKONG AND SHANGHAL

RESERVE LIABILITY OF PROP'TORS\$15,000,000

C.G.R. Brodersen, Esq. R. Shewne, Erq. G. Friesland, Esq. Hon Mr. H.A. W. Slade G. Friesland, Esq. H. B. Tomame, Esq. C. S. Gubbay Esq.

LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED.

cent, per Annum on the daily balance. For 3 mouths, 24 per cent. per Annum. For 6 months, 3t per cent per Annum. For 12 months, 4 per cent, per Annam.

Chist Managor. Hougkong, 22nd May, 1968;

SHANGHAI BANKING CORPORA-CION. Rules may be obtained on application INTEREST on deposits is allowed at 34 Per Cent. per annum.

> For the HONGKONG AND SHANGHA. BANKING CORPORATION. J. R. M. SMITH. Chief Manager.

(NETHERLANDS INDIA COMMERCIAL: BANK

Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 10,000,000 (Paid up) Reserve Fund FL 2,112,570.36 (£176,048) HEAD OFFICE: AMSTERDAM. THE HAGUE.

Pecalongan, Macossar, Pontianak, Padang Medan, Penang, Rangoon, Caloutta. Madras, Colombo, Barachi

PARIS. Berlin: DEUTSCHE BANK. Vienna: UNION BANK. Rome: BANCA COMMERCIALM ITALIANA.

Banking and Exchange business.

C. WOLDRINGH Manager.

Hongkong, 1st April, 1908.

HONGKONG OFFICE:

Hougkong, 5th April, 1907.

INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co. Hongkong, 13th August 1906

AACHEN AND MUNIOH FIRE IN. SURANCE CO. OF AIX LA-CHAPELLE.

AUTHE Undersigned, having been appointed AGENTS for the above Company. prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & 60. Hongkong, 21st April, 1897.

NORTH BRITISH AND MERCAN-TOTAL FUNDS AT. S1ST DECEMBER, 1905

£17,837,119. T. AUTHORISED CAPITAL ... 25,000,000 SUBSCRIBED CAPITAL ... 2,750,000

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.,

Hongkong, 27th April, 1907.

NOTICES TO CONSIGNEES-

8.8. "TONKIN,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Havre ex s.s. "Charante," from Bordeaux ex s.s. "Ville de Bordeaux" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the basardons and or extra hazardous Godowns of the Hongkong Kowlee Wha f and Godown Co., Ld. at Kowloon whence delivery may be obtained

immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-DAY, requesting it to be landed

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 1st June, at Noon, will be.

subject to rent and landing charges. All claims must be sent in to me on or before the 1st June, or they will not be recognized. All damaged packages will be examined on MONDAY, the 1st June, at 3 P.M. No Fire Insurance has been affected:

P. NALIN Acting Agent. Hongkong, 25th May, 1998.

BOSTON STEAMSHIP COMPANY NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT,"

FROM TACOMA, VICT RIA, YOKO. HAMA, KOBE, MOJI, SHANGHAI AND MANILA.

FITHE above Steamer having arrived, Con-1 - signess of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed und stored at Consignees, risk No Fire Insurance will be effected by

in any oneo whatever. DODWELL & CO., LIMITED, Hongkong, 26th May, 1st 8

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

""SURUGA. FROM NEW YORK.

ONEICNEES of Cargo are hereby informed that at Goods are being landed at their risk in o the Godowns of the Hongkong and Kowloon Whari and Godown Company, at n owloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Golowns, and all Goods remaining. undelivered after the and June, will be subject

to rent. . All Claims against the Steamer must be presented to the Undersigned on or before the 30th June, or they will not be recognised. All broken chafed, and dama_ed Goods are to be left in the clodowns, where they will be examined on the 2nd Jane, at 3 P.M.

No Fire Insurance has been offected, Bills of Lading will be countersigned by DODWELL & Co., LTD.,

Hongkong, 26th May, 1908.

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND

SINGAPORE. HE Company's Steamship "SADO MARU."

having arrived from the above Ports, Consigners of Cargo are hereby informed that theer Goods, are being landed and placed at their risk in the Hongkong and Kowleen-Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before No.N. TO-DAY. Goods not cleared by the 4th June, will be

subject to rent. No Fire Insurance has been effected. Demaged packages must be left in the Godown for examination by the Consigner's and the Co.'s teprere tatives at an appointed hour. Ali Claims must be presented with her days of the steam r's arr val here, aft-r which date they cannot be recognised. No claims will be admitted after the goods

have left the Godowns. NIPPON YUSEN KAISHA. Hongkong, 28th May, 1908.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES. "GLEN" LINE OF STEAMERS.

FROM MIDDLESBOROUGH, ANTWERF LONDON AND STRAITS.

THE Steamship

"GLENAVON."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed AT THEIR RISK into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, where each consignment will be sorted out mark by mark, and delivery; can be obtained as soon as the Goods are landed.

Goods not cleared by the 3rd June, will be ubject to rent. No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 3rd June, at 11 A.M. No claims will be recognized if not presented. within 14 days of the ship's arrival. McGREGOR BROS. & GOW.

Hongkong, 28th May, 1908. NOTICE TO CONSIGNEES.

MI. FIRE FUNDS 3,386,720 19 8 / HE P. & O. S. N. Co.'s Steamer.

"ARCADIA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR BISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowleon, where each nsignment will be sorted out mark by mark, and delivery can be obtained as soon as the

Goods are landed. This vessel brings on Cargo :-From London, &c., ex s.s. Mooltan, From Persian Gulf ex B. I. S. N and

B. & P. S. N. Co. s Steamers. Optional goods will be landed here unless instructions are given to the contrary within

Goods not cleared by the 4th June, at 1 Pist., will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. Damaged packages must be left in the Go. downs for examination by the Consignees' and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the stonmer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have toft the Godowns.

F. J. ABBOTT: Acting Superintendent. Hongkong, 28th May, 1908.

> FOR SALE FUR SALE.

TIME SITE on the Bowen Road, Ready for Building at a Cheap Price. PERCY SMITH & SETH, Accountants & Anditors, &c.,

No. 5, Queen's Road Central. Hongkong, 16th May, 1908.

FOR SALE. COLLECTIONS OF USED POSTAGE STAMPS. 3,000 all different for ... S95

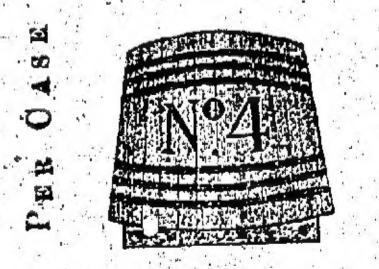
... \$25 1,500 t do. ARTISTIC PICTORIAL POSTCARDS. MECH NICAL ARIMALS. STAMP, POSTCA D AND HI THDAY ALBUMS

and all Other Philatelic Goods. GRACA: &, CO. Hongkong Hotel Corridor.

Hongkong, 9th May, 1908.

PRIVATE BOARD AND RESIDENCE

"CLARE MONT," 2 & 4, KENNEDY ROAD. Hongkong, 9th February, 1907



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF CREENOCH AND HAS BEEN BOLD AS N' 4 SINCE 1851

SOLE AGENTS IN HONG KONG, CHINA & MANILLA. A. S. WATSON & CO. LTD. As Supplied to the House of Con nous.

HOW KING HAAKON WELCOMED KING EDWARD.

Christiania, April 28. The reception of King Edward and Queen Alexandra at King Haakon's capital surpassed that at Copenhagen and Stockholm. The enthusiasm was a fine climax to this

memorable royal tour. The exuberant joy of the Norwegian people was largely due to the novelty of such pageants. here. Prior to the separation from Sweden, Stockholm monopolised the Court festivities, and Christiania remained a provincial town.

Eaving possessed their own King barely two years, the democratic Norwegians fined intense pleasure in the pompand ceremony surrounding royalty and the gorgeous pageantry of Court life King Haaken seemed infected with the general gaiety to-day, and he gave those await-

ing the arrival of the royal train at the station the strange spectacle of a reigning monarch in full gala uniform runging with frautic speed in the presence of his Cabinet Ministers, the entire Diplomatic Corps, Court dignitaries, and King Edward and Queen Alexandra.

solemu silence at the station, when suddenly the door leading to the platform burst open. King Haakon rushed out, and sped through the bewildered throng of diplomatic and state fleet footed monarch, wone of his followers were particularly suitable for sprinting.

it transpired that King Haskon reached the station later than he intended, and he desired to inspect the goard of honour before the arrival of his royal visitors, in order to make sure that the appearance of the soldiers was sufficiently spick and span.

Having reassured himself on this point, King Haakon hurried back just in time to be at the right spot when the train arrived. Meanwhile, Queen Mand and Prince Olaf arrived on the platform

The moment the train stopped Queen Mand entered the royal saloon occupied by King Edward and Queen Alexandra. A magnificently live led Court flankey handed the little Prince Olaf after her, and King Haakon quickly followed.

hen King Edward descended the steps of the carriage the Norwegians overed in characteristic fashion, shouting: "-Ra!" nine times, King Edward chatted for a moment with Dr. Namen, the famous explorer. Theo the two Kings entered a four-horsed open carriage, while Queen Alexandra, Queen Maud, Princess Victoria, and Prince Olar followed in a second

carriage. The route from the railway station to the palace was lined with enthusiast o Norwegians. The royal party lunched privately, and this. afternoon they drove through the city, when King Edward and Queen Alexandra were again received with trameudous cheering. A state banquet was held this evening, at

which the ro-al speeches were in English. King Edward, in his speech at the state banquet, said :--Both England and Norway have beautiful scenery, which our touris's enjoy, and both

countries provide excellent sport, "I elieve there is every year an invasion of your country by Euglishmen, who come to eniny your execulient sport of salmon fishing, but I know that they come with the most peaceful intentions, and I hope and trust that this sport may ever remain as the emblem of peace between our two countries.

SHARE REPORT.

Messrs, Erich Georg & Co. say in their weekly share report dated Hongkong 30th May '903. A fair amount of business has been done in a variety of stocks, and the chief feature has been a further substantial advance in Hongkong and Shanghai Bink shares. The sterling demand rate of exchange on London close at 1. 9.7/16d., while rates on Shanghai are Tis. 74k for a Bank 1/ , and Tis. 744 for a three days sight Private Draft being Tis. 74%. Burliver in London is quoted 24.7/16 , and C meole £864. The Bank of England has reduced the rate of discount to 21 per cent, while the private market rate of discount is la per cent.

BANK SHARES .- Hourkong and Shanghai Bank shares continued in steady demand, and sales have been effected at rates ranging between \$735 to \$750, the market closing firm with small hayers at \$75"; the London rate is Macket) Telephone No. 515. £76: Shanghai quotes buyers at \$770, which is ab ut the quivalent of our local rate. Nationals

are unchanged MAR NE INSURANCE SEARES. - A small sale of U ions has taken place at \$795, and more shores are a offer. China Teaders can be placed at \$864. North Chinas are easier with sellers at Tie. 78 Yangtazas have been done in the North at \$15 1 exchange 73, so we quote them \$1475 the lead equivalent. Cantons. remain on off r at \$235.

FIRE INSURANCE SHARES - Hongkongs continue in request at \$3 5, while Chinas sold at \$93 closing with buyers at \$92.

HIP ING SHAKES .- Fair quantities of Ho gking, Canon and Macao St amboat shares have been done at \$29 to \$291, the market closing with buyers at 3291. Indo Chinas, China and Maniles, as well as Douglases are mohanged. Star Ferries have weakened, and there are sellers at \$25 for old, and a \$15 for new stares, ex the dividend of 10 per cent. paid on 28th instant. A few Shell Fransports sold a 45s, but more shares are on offer at 43, 6d however, there are bayers; London quet sedlers a 43s. 31. Union Waterboars have weshened a b.t. and there are to buyers now ever 3 01 . a rat- which hold re refuse to listen to. REF NERI S .- China Sugars have changed owners at \$125, and more s area are wanted. Tuz na have been done at \$214 and \$22, closing

standy at the higher rate;

MINING SHARRS.—Charbonusges are unchanged. Raubs have been done and have sellers at \$8; Chinese Engineering and Mining Com-

pany shares advanced to Tls. 151; DOCKS, WHARVES, GODOWNS, &c.-Hongkong and Whampos Docks found buyers to a fair extent at \$103 and \$104, and there are further buyers at the higher figure. Geo. Fenwicks, as well as New Amoy Dooks are unchanged. Shanghai Docks - have improved, Shanghai quoting buyers at Tls. 87. Hongkong and Kowloon Wharf and Godowns have been done at rates ranging between \$513 and \$524, the market closing with sellers at \$52. hanghai and Hongkew Wharves have

buyers at Tis. 225. LANDS, HOTBLE AND BUILDINGS .- Hongkong Land Investment and Agency Company's shares have been taken off the market at \$99, and Kowloon Lands at \$26. West Points have sellers at \$49. Hongkong Hotels fetched \$95. which figure sellers rule the market, Humphrey's Estates sold at \$10 to \$101, closing with buyers at \$10. Shanghai Lands have improved to Tis. 116.

COTTON MILLS .- Northern Mills are unchanged. Hougkong Cottons are quiet at \$11. other august personages assembled to receive _ SUNDRY MANUFACTURING COMPANIES .-China Light and Powers sold at \$67, and can All these excessively dignified foreign and be produced at 57. Hongkong Electrics sold at Norwegian functionaries were standing in 8.51 to \$1.7 and have further enquiries at \$15?. Gamehares changed hands at \$175, and more shares are en tel. Dairy Farms have been fixed at \$101. Green Island Coment shares sold in fair lots at \$105 and finally at officials rapidly along the platform towards the place where the grand of honour was stationed.

There hastened aften him three officers of his and a few more are wanted. Ropes sold at the spite, who with difficulty kept pice with the reduced figure of \$3 , closing with buyers. Other stooks under this beading are unchanged. MISCELLANEOUS. - China-Borneos, after sales.

at \$107, are held for \$11. China Providents sold at 39 and 39.10, closing with buyers at \$9. Peak Tramways are obtainable at \$14 for old shares. Langkats have sellers in the North at Tis. 510. Other stocks under this heading are unchanged and without transactions.



PROMPT ATTENTION.

any Departmental Last sont Free to some fide WIN WHITELEY, Ltd., UNIVERSAL PROVIDERS WISTBOURNE GROVE & QUEEN'S AD. LONDOM, W.

Apollinaris "THE OUEEN OF TABLE WATERS."

HAS BEEN AWARDED The Royal Prussian

State Medal, 1902 AND THE

Gold Exhibition-Medal. Dusseldorf, 1902

GRAND PRIX, St. Louis, 1904. innual Sale 30,000,000 Bottles

SINGON & CO.

TRON, STEEL, METAL and HARD. L WARE MERCHANIS. Wholesale Re all Ironmongers Pig Iron and General Store-Foundry Cok+ Importers keers and Shipchandlers. 35 & 37, HING; LOON: TREEC, (2nd Street, west of Central

COLD STORAGE.

MHE HONGKONG ICE COMPANY, LTD. have now 40.000 Cubic Feet of Cold Storage available_at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and teliver perishable goods G. K. HAXTON, Manager. Hongkong let April, 1905



MALTED FOOD No.

SANG MOW RATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS. BAMBOO BLINDS. MATTINGS in all colours on Sale.

All Orders receive prompt attention. 59A, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908.

Healthy Children

MILK FOOD No. 1.

Can only be reared by giving suitable nourishment I mable to feed your child, the proper substitute is a ford that corresponds in all respects with human milk. The "Allenburys" Milk Foods are so prepared as to remove the difference between now; milk and begun milk, and are most easy of digestion. - They are alike suitablesfor the delicate and robust, and, we can a terminate and robust, and, we can a terminate and robust, and, we can a terminate and robust, and are most easy of digestion. directed, form the best means of rearing a child by hand. The No. I Milk Food may be given alternately with the manual local without fear of causing digestive characterice:

me Allenburys' Foods.

A Pamphlet on Infant Feeding and Management, Free.

MILK FOOD No. 2.

From 3 to 6 months.

HANBURYS Ltd., 37; LOMBARD STREET, LONDON, E.C.





DUBLIC ATTENTION is drawn to the fact that at the present time many brands of CONDENSED MILK are being offered for sale bearing labels so nearly representing that of the original "EAGLE" brand Milk manufactured solely by BORDEN'S CONDENSED MILK CO., of New York, as are calculated to decive the purchasers of the real article.

As an aiditional protection, all purchasers of BORDEN'S "EAGLE" BRAND MILK are requested to note that every tin of same bears the signature of GAIL BORDEN, the original manufacturer, on the label, BORDEN'S "EAGLE" BRAND MILK has the enviable reputation of being the milk par excellence and without a rival in point of view of quality and purity.

Owing to Borden's special and exclusive process of manufacture both their "EAGLE" and "GOLD SEAL" Brands are specially recommended for use in tropical climates, they being guaranteed to keep better than any other Condensed Milk offered to the public.

For Borden's Condensed Milk Co., CONNELL BROS. COMPANY. Sole Representatives in Hongkong.

Hongkong, 25th May, 1908.

THE BU. NING. QUESTION FOR EVERY. COUSSHOLD IS LIGHT REMEMBER, THERE IS

NO LAGRE SO GOOD OR SO

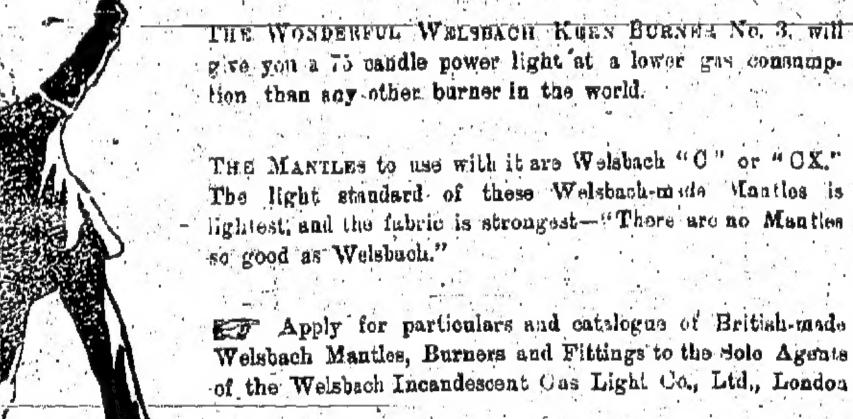
CHEAP AS THE BRITISH-

MADE

133 This WE ES BACH Light IS THE RIEST. Sei the Trady Mick

Welsbach

The Welcher : guaranteed Gas burners, with Mantles of Welsbach Manufecture and Welsbach Artistic Fittings, make Welsbuch not only the lights, but most beautiful of all lights.



tion than any other burner in the world. THE MANTLES to use with it are Welsbach "C" or "CX."

Apply for particulars and catalogue of British-made Welsbach Mantles, Burners and Fittings to the Hole Agents of the Welsbach Incandescent Cas Light Co., Ltd., London

WILKS & JACK. LTD..

. 14, DES VOICE ROAD CENTRAL, HONGKONG.

The Universal Remedy for Acidity of the

stomach, Headache, Hearthurn, Indigestion,

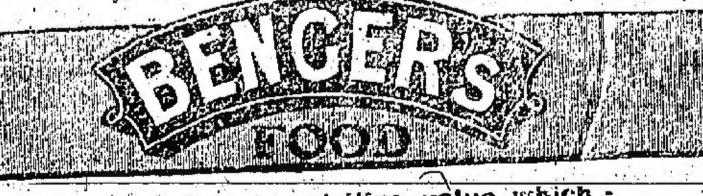
The Physician's dure for Gout, Phenmatic Gout and Gravel.

Salest and most

Effective Aperions

Eructations, Bilious - Affections.

Regular Uso.



A Food of great nutritive value which can be made suitable for any degree of digestive power by the simple process of letting It stand for a longer or shorter period at one stage of its preparation.

When strength is returning after illness, a carefully regulated and increasing amount of exercise for the directive functions is beneficial Benger's Food is the only food which can be prepared so as to give the stomach this regulated amount of wor.

Benger's Food is sold in Tins by Chemisls, Gc., everywhere.

CANTON, Bwedish str., 2,180, O. C. Nordfelt, 30th May-Moji 25th May, General-Melchers & Co. CHIRL, British str., 1,3 6, J. Warrack, 30th

May-Haiphong May 27th, and Hoihow 29th, Rice & General-Butterfield & Swire. CHIPSHING, British str., 1,199, F. Mooney, 31st May-Tientsin, Chefoo & Weihaiwei 26th May, General-Jardine, Matheson & Co. CHIYUEN, Chineso str., 30th May-Canton. HAICHING, British str., 1,267, Passmore, 31st

May-Coast Ports 30th May, General-Douglas, Lapraik & Co. IVO MARU, Jupacese str., 3,918, S. Ishikawa, 31st May - Japan and Shanghai 25th May, Lumber, Cotton Yarn and General-

Nippon Yuson Kaisha. Kowloon, German str., 1,447, A. Enigk, 30th May - Wakamatsu 24th May, General-Hamburg-Amerika Linie.

KWANUTAH, Chinese str., 1,536. Wm. H. Lunt, 29th May-Shanghai 26th May, General-Kwongsang, British str., 1,541, W. Palmer-

Baker, 30th May-Shanghai May 26th, and Swatow 29th, General Jardine, Matheson LAISANG, British str., 2,224, E. J. Tadd, 31st

May-Calculta May 15th, and Singapore 25th, General-Jardine, Matheson & Co. MANILA, German str., 1,168, J. Minssen, 30th May-Sydney 5th May, General -Melchers

Suxonsing, British str., 1,307, W. MoIntosh, Soth May-Shanghai 26th May, General -Buttorfield & Swire.

SIGNAL, German str., 950, G. Schlaikier, 30th May-Haiphong May 25th, Pakhoi 27th, and Holhow 28th, Rice and General-Jebseu & Co. THAN British str., 1,346, A. W. Outerbridge,

39th May-Manila 26th May, General-Butterfield & Swire. VELLORE, British str., 3,168, Jas. Pattie, 30th May-New York via Durban 25th March, Case Oil for Chefoo-Standard Oil Co. Wyr, British str., 2,29z, G. Savage, 30th May

-Kuchinotsu 24th May, Coal-Dodwell & Co. YANGTSZE, British str., 4,149, Pulford, 31st May Shanghai 29th May, General-Butterfield & Swire.

> DEPARTURES. 3.4th May.

DELTA, British str., for Europe, &c. GLENAVON, British str., for Shanghai, KUTSANG, British str., for Singapore. RAJAH, German str., for Bangkok. Sano Maru, Japanese str., for Kobe. ZAFIRO, British str., for Manila.

CANTON, Swedish str., for Suggon: CHEANGCHEW, German str., for Amoy. HANGSANG, British str., for Swatow. HONGWAN I, British str., for Amoy. J. DIEDERICHSEN, German str., for Hollow. JOSHIN MARU, Japanese str., for Swatow. KIUKIANC, Brilish str., for Swatow. KWANGTAH, Chinese str., for Canton. Kwongsang, British str., for Canton. MARCELLUS, British sir, for Bangkok. MYRTLEDENE, British sir., for Hankow. REIDAR, Norwegian str., for Moji. ROMFORD, British str., for Hakadota.

SHIPPING REPORTS: The German str. Manila reports: Typhoon on May 27th and 28th, 16.5° N and 118° E. The British str. Chipshing reports: Fog from lat. 34" N to lat 32" N, thence to port moderate N. E. wind and sea, cloudy and fine.

The British str. Shaohsing reports: Light variable winds and mederate off Turnabout, heavy Easterly swill and low karometer. The Chirece str. Kwangtah reports: Anchored

Steep Island, dense log, for 11 hours, thence light to fresh N. E. winds and fine weather with considerable Easterly swell to Breaker Port, thence to port light variable winds.
The British str. Awongsany reports: Fog

SEATTLE,

DESTINATIONS.

YOKKAICHI, SHIMIDZU

and YOKOHAMA ...

and BRISBANE

MOJI and KOBE

and COLOMBO

NACASAKI, KOBE

Cargo only.

YOKOHAMA ...

* Calling at Keelung.

Horgkeng, 28th May, 1908

DESTINATION

VLADIVOSTOCK

Hougkong, 6th May, 1908.

SHANGHAI, YOKOHAMA & KOBE

MARSEILLES, HAVRE, COPEN-{
HAGEN and GOTHENBURG ... {

For Further Particulars, apply to

MARSEILLES, LONCON and / KANAGAWA MARU,

ANTWERP, via FINGA. J Capt. N. Ohro

(Ol OMEO, and PURT SAID (Capt. T. Mural,

SHANGHAI, MOJI, KOBE - KAGA MARU

SYDNEY and MELBCURNE, YAWATA MARU

vis MANILA, TBURSDAY | Capt. K. Homme,

EOMBAY via SINGATORE, II MOYORI MARU

ISLAND. JOWNSVILLE INIKKO MARU.

VICTORIA. B.C. and (IYO MARU

WASH, via

experienced as for as Heishaus, strong N. k. winds and general indications of a typhoon of Scutb of Formosa indicated on 28th May and fine clear weather with light variable breeze and heavy Floaterly swell from thence to port. The British str. Veliore reports; On Tuesday,

the 26th May, in lat Sdeg. 41 feet N and Long 109 deg. 33 feet E encountered a mederate galo with Leavy sea from S Westward and increasing to fresh with strong squalls until subsiding afternoon of May 28th, in lat. 14 deg. 49 feet N and Long 112 deg. 45 feet E when wind became variable and heavy swell was encountered from N. Eastward which continued nutil vessel was within half a day of Hongkong frequent rain equalls. Barometer reading very low.

VESSELS IN DOCK. May 30t b.

ABBRDEEN DOCKS,-KOWLOON DOCKS-Sorsogon, Victoria, Fiume, . Pitsanulck, Shawmul, H.M.S. Taku. COSMOPOLITAN DCCKS .- Henrik Ibsen.

VESSELS ON THE BERTH DOUGLAS STEAMSHIP COMPANY,

LIMITED. FOR SWATOW, AMOY AND FOOCHOW.

THIE Company's Steamship "HAICHING."

Capt. Passmore, will be despatched for the above Ports on WEDNESDAY, the 3rd June, mt 11 A.M. For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, 29th May, 1908.

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.) STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITER-BANBAN, ADBIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA VALENZA, ALICANTE, ALMERIA and

THE Steamship

"ISCHIA." Captain Belsito, will be despatched as above OF WEDNESDAY, the 16th June, at NOON. For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Hongkong, 29th May, 1908.

AS

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hougkong "h" midway between Hongkong and Kowlcon "m," and thoses vessels berthed at the Kowlcon Wharf "k.w." together with the number denoting she section. SECTIONS.

1 From Green Island to the Harbour Master's.

2 From Harbour Master's to Blake Pier.

3 From Blake Pier to Naval Yard.

4 From Naval Yard to East Point.

			P	**		
DESTINATION	vessel's names	PLAG & BIG	BERTH	CAPTAIN	FOR PREIGHT APPLY TO	TO BE DESPATORED
						T.
LONDON & ANTWERP VIA SINGAPORE &c. ,	SUMATRA	Brit, str	the second secon		P. & O. S. N. Co.	About 3rd inst. On 13th inst., at Noon.
LONDON &C., T. A HAWAI. PORTS OF CALL	GLENEARN	Brit, str	-	J. D Andrews, R.N.R. W. Haughton	McGregor Bros. & Gow	On 15th inst.
LONDON & ANTWERP.	CARDIGANSHIRE	Brit. str.		*** *** ***	SHEWAN, TOMES & Co	About 22nd inst. On 8th inst.
HAVRE & HAMBURG VIA STRAITS, &c	SEGOVIA	Ger. str	k.w. k.w.	Schönfeldt v. Döhren	HAMBURG-AMERIKA LINIR	On 15th inst.
HARVE & HAMBURG VIA STRAITS, &c	DORTMUND	Ger. str	k, w.	Malchow	HAMBURG-AMERIKA LINE	On 12th July.
HAVRE A HAMBURG VIA STRAITS, &c	ISTRIA	Ger. str	k.w.	Habel	HAMBURG-AMERIKA LINIB	On 26th July. On 9th August.
HAVRE & HAMBURG VIA STRAITS, &c	DITHONIA	erene, str.	k w-	Brehmer	HAMBURG-AMERIKA LINIE	To-morrow.
MARSEILLES, HAVRE COPENHAGEN, &c	CANTON	Swed. str Fr. str	_	Girard	MELCHERS & Co	Beginning of June. On 9th inst., at 1 P.M.
MARSHILES TONDON, & ANTWERP VIA SINGAPORESC	KANAGAWA MARU	Jap. str.		N. Ohno	NIPPON YUSEN KAISHA	On 10th inst., at D'light
MARSEILLER LONDON & ANTWERP VIA SINGAPORE, &C.	HARATA MARU	Ger. str	k. w.	Girstenbrüu	NIPPON YUBEN KAISHA	On 24th inst., at D'light On 28th inst.
MARSEILLES, ROTTRDAM & HAMBURG &c. NAPLES. GENOA. GIERALTAR, SOUTHARPTON, &c.	BUELLW	Ger, str.		H. Foermes	MELCHERS & Co	On 3rd inst., at Noon.
TRUESTE, &c., VIA SINGAPORE, &c	TRIESTE	Aus. str Rus. str	·	S. Cliunak		About 23rd inst. About end of June.
ODESSA NEW YORK	1 1 1 A 20 4 55 A	Brit. str	===		ARNHOLD, KARBERG & Co	About 25th inst.
BOSTON & NEW YORK	GHAZEE	Brit. str,			DODWELL & Co., LTD.	On 8th inst. On 4th inst., at 5 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c	EMPRESS OF CHINA	Brit. str	2 m.	100 000 100 000 100 000	UANADIAN PACIFIC R. Co	On 18th inst., at Noon.
VICTORIA S.C. & TACOMA VIA JAPAN	SHAWMUT	Am. str	· -	E. V Rolert	PODWELT & CO., LTD	On 6th inst. On 9th inst. at 4 P.M.
VICTORIA, B.C., & SEATTLE, WASH., &c	KAGA MARU	Jap. str		S. Ishikawa	NIPPON YUSEN KAISHA	On 23rd inst, at 4 P.M.
VICTORIA. B.C., & SEATTLE, WASH., &c SALINA CRUZ, MEXICO VIA MOJI & JAPAN	MARIE	Ger. str	-	G. C. Christiansen	CHINA COMMERCIAL S.S. Co	On 11th inst., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	TSINAN	Brit. str		C. Lindbergh		On 15th inst., at 4 P.M. On 12th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Ger. atr	_	J. Minesen	MELCHERS & Co.	On 18th inst., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	J.p. str	- H ()	T. Harrison	Nipron Yusen Kaisha	On 10th July, at Noon. About 24th mst.
VLADIVOSTOCK		Rus. str	_	A. Meeker	NIPPON YUSEN KAISHA	To-morrow.
MOJI & KOBE	Soshu Maru	Jap. str	_	Y. Fuseno	OSAKA SHOSEN KAISHA	To-day, at 10 A.M. On 10th inst, at Noon.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str Dut. str	=	Zwart	Java-China-Japan Lijn	Quick despatch.
CHINGWANGTAO, JAPAN, AMERICA, &c	AMIRAL MAGON	Fren.str			J. Millet.	On 4th inst.
TSINGTAU, NACASAKI & VLADVOSTOCK	Kowloon	Ger. str Brit, str		T. Stehr		To-merrow. Un 5th in t., at Noon.
TIENTSIN YOKOHAMA & KOBE	LORTHUND	Ger. str	k.w.	Malchow	HAMBURG-AMERIKA LINIE	On 4th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KLEIST	Ger. str	· -	Rud. Meyer		About 3rd inst. Quick despatch
SHANGHAI, YOKOHAMA & KOBE SHANGHAI, YOKOHAMA & KOBE	SIABLA Chamberles		k.w.		HAMBURG-AMBRIKA LININ	On 8th inst.
SHANGHAI, KOBE & YOKOHAMA	POLYNESIEN.	Franstr.	1 -	Broo	Messageries Maritimes	On 8th inst., P.M. About 11th inst.
SHANGHAI	MALTA	.74 11.54 4.7	1	C. C. Talbot, P.N.R	P. & O. S. N. Co.	About 12th inst
SHANGHAI, MOJI, KOBE & YOKOHAMA EHANGHAI, YOKOHAMA, KOBE & MOJI	NAMEANG	Brit. str	· +	M. B. Lake	JARDINE, MATHESON & Co., LD.	On 23rd inst., at Noon.
SHANGHAL	* TOIMART			I jichi	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
FOOCHOW VIA SWATOW, & AMOY	. HAICHING	But sir		Pasamore	Douglas Lapbair & Co	On 3rd inst., at 11 A.M.
HOIHOW & HAIPHONG	. Сники	Brit. str			BUTTERFIELD & SWIEE	On 3rd inst, at 9 A.M. On 5th inst, at 9 A.M.
HOIHOW & HAIHPONG	HUPEH	Brit, etc	. 1 m.	W. Outerbridge	BUTTERFIELD & SWIRK	To-morrow, at 4 P.M.
MANILA	LCONGSANG	Brit. str		S. J. Payne	JARDINE, MATHESON & CO., LD. SHEWAN, TOMES & CO.	On 5th inst., at 4 P.M. On 6th inst., at Noon.
MANILA	RUHI	STATE AND LAND		T. Meyrick	Jahdine, Matheson & Co., LD	On 12th inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str	1 m.	Rodger	SHEWAN TOMES & Co	
KUDAT & SANDAKAN	HOENEO		1 1 1 1 1	J. Hands	MELCHERS & Co. NIPPON YUSEN KAISHA	On 5th inst.
BOMBAY VIA SINGAPORE & COLOMBO BOMBAY VIA SINGAPORE & PENANG	ISCHTA	Italstr		Belsito	CARLOWITZ & Co	On 10th inst., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c		1 Charles - Asset	•		JAVA-CHINA-JAPAN LIJN	SAUGUE AND LIMBLE
		V				

MESSAGERIES MARITIMES.

YUSEN KAISHA.

Tons 6169 [at Daylight

Tons 3817? at Noon.

Tons 4746) June.

Tons 3773 June.

Tons 5539 at Nocn.

SAILING DATES 1908.

(WED'DAY, 10th June,

(TUESDAY, 9th June,

FRIDAY, 12th June,

(FRIDAY, 10th July,

TUESDAY, 2nd

T. RUSUMOTC,

End of May.

"CANTON".... Beginning of June.

MELOHERS & CO.

AGENTS.

"CURONIA" About 24th June.

MANAGER. 356

FRIDAY, 5th

WED'DAY, 10th June,

TUESDAY, 23rd June,

at Daylight.

at 4 P.M.

at 4 P.M.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG-

STEAMERS.

Capt. G. S. Lapraik, Tons 6301 [

Capt. T. Harrison, Tons & 539 at Noon.

POBE. PENANG, HAKATA MARU, Tone 6161 (WED DAY, 24th June,

TÁKASAKI MARU

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada

and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic

Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama,

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Lecal Branch Office in Prince's Buildings, First Floor, Chater Read.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI,

ST. PETERSBURG & VLADIVOSTOCK.

SUBJECT TO ALTERATION.

SAILINGS FROM HONGKONG.

STRAMERS

"BIAM"

Capt. A. Mocker,

Capt. J. Hands,

... Capt. T. Harrison,

and INIKKO MARU

let and 2nd Class through Passengers have the option of travelling by Rail.

EAST ASIATIC CO.,

Capt. S. Ishikawa,

SUBJECT TO ALTERATION.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

"POLYNESIEN" SHANGHAI, KOBE & Capt. Broc YOKOHAMA "ERNEST SIMONS" MARSEILLES VIA PORTS Capt. Girard "CALEDONIEN" SHANGHAL, KOBE & Capt. Martin YOKOHAMA "TONKIN"

I P.M. Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

P. NALIN, ACTING AGENT, Queen's Building.

EOSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA. B.C. AND TACOMA

MOJI ROBE AND YOROHAMA.

Steamers.	Tons. Captain.	Sailing Date.
* SHAWMUT	9,606 E. V. Roberts 9,606 T. W. Garlick	On 6th June. On 1st July.
1 SUVERIO 1 KUMERIO	6,232 W. Shotton 6,232 Cowley 1 Steerage Passengers only.	On 23rd July. On 18th August.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superlor Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fin in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to-

Hongkong, 21st May, 1908.

GENERAL AGENTE. Ques's Buildings.

DODWELL & CO., LIMITED,

Will be despatched for the above l'orts on or Noon. about the 22nd June, 1908. To be followed by the Steamship Noon.

sailing on or about 10th July, 1908. For Freight or Passage, apply to SHEWAN TOMES & CO., Hongkong, 1st June, 1908. THE AMERICAN AND ORIENTAL

will be despatched for the above Port on t Noon. or about THURSDAY, the 25th June. at 4 P.M. at Noon. June.

On 8th June, P.M.

On 9th June,

ARNHOLD KARBERG & Co., Agents. Hongkong, 27th May, 1908. at Noon.

THE RUSSIAN VOLUNTEER FLEET FOR ODESSA THE Steamship

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAB

PROPOSED SATLINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "GHAZEE" 8th June.

DODWELL & CO., LD.,

For Freight and further information, apply to

CHINA COMMERCIAL S.S. CO., LTD

NOTICE

FOR SALINA URUZ, MEXICO.

"MARIE,"

Captain G. E. Christiansen, will be despatched

for the above Ports via MOJI, JAPAN, on

CHINA COMMERCIAL S.S. Co., LTD.

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP

VIA SUEZ CANAL.

"GLENEARN,"

Captain W. Haughton, will be despatched as

"SHIRE" LINE OF STEAMERS, LD.

FOR LONDON AND ANTWERP.

"CARDIGANSHIRE"

"CARNARYONSHIRE

LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

"OCEANO,"

Agents.

McGREGOR BROS. & GOW.

above on MONDAY, the 15th June.

Hongkong, 27th May, 1908

Hotel Mansions,

THURSDAY, the 11th June, at 5 P.M.

For Freight or Passage, apply to

Hongkeng, 5th May, 1908,

Hongkong, 28th May, 1908.

THE Steamship

MIE Steamship

FINE Steamship

HE Steamship

For Freight apply to

For Freight apply to

"VORONEJ, ill leave on or about the end of June. For Freight apply to,

MELCHERS & CO., Agents, Hongkong, 21st April, 1908.

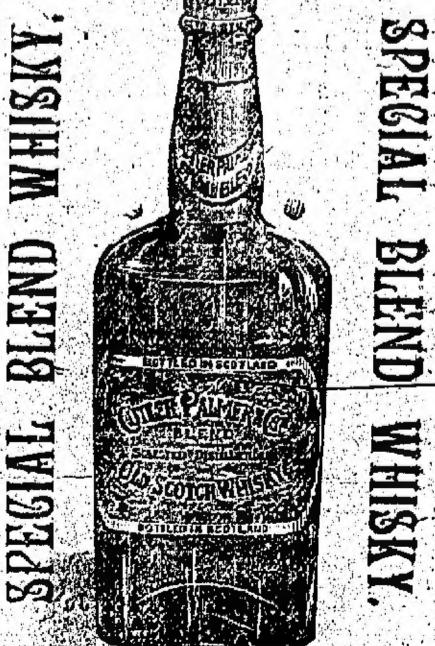
NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in OHINA and JAPAN for the above Lin are prepared to issue THROUGH BILUS OF LADING for all the principal ports in. BOUTH AFRICA, in connection with INDO. CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from. CALCUTTA for CAPE PORTS every fortnight For Freight and further particulars.

DODWELL & CO., LIMITED General Agents for China and Janea Hongkong, 4th Angust, 1898.

TAVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO. Sole Agents.

Gutler, Palmer & Go.'s



SHIPPERS Gutler, Palmer & Go., London.

STEAMERS

MARSEILLES, VIA PORTS

1 P.M. On 22nd Jone, P.M. (On 23rd June, Capt. Charbonnel

For Further Particulars, apply to-

Hongkong, 28th May, 1908.

NORTHERN PACIFIC LINE.

Steamers.	Tons. Captain.	Sailing Date.
* SHAWMUT * TREMONT	9,606 E. V. Roberts 9,606 T. W. Garlick 6,232 W. Shotton 6,232 Cowley	On 8th June. On 1st July. On 23rd July. On 18th August.
	‡ Steerage Passengers only.	
CHEAP FARES, EXC CUISINF, ELEC	ELLENT ACCOMMODATION, PRIC LIGHT, DOCTOR AND S	ATTENDANCE AN TEWARDESS

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

ROB	STEAMNES	TO BAIL	REMARKS.
FOR			
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	MILITAR A TENENT OF THE PARTY O	About 3rd June	Freight and Passage.
EHANGHAI	ALTAapt. R. A. Peters	About 11th June	Freight and Passage.
SHANGHAL MOJI, KOBE) 8	SARDINIA	About 12th }	Freight and
and YOKOHAMA	Cape. C. C. Taiber, M.M		
LONDON VIA USUAL PORTS]	DELHI	Noon, 13th	See Special Advertisement.
For further Particulars	s, apply to		

F. J. ABBOTT, Acting Superintendent.

Hongkong, 1st June, 1908,

CHINA NAVIGATION CO., LIMITED.

FOR	STRAMERS		TO SAIL	
MANTEA	· "TEAN"	On	2nd June,	
HOIHOW and HAIPHONG	* "CHIHLI"	Or	Srd June, 5th June.	9 A.M. 9 9 A.M.
MANILA ZAMBOANGA, THURS.)			44
DAY ISLAND, COOKTOWN,	44			
RRYSBANE. SYDNEY. with	Z-I-TSINAN	<u>" </u>	a 15th June	4 P.M.
Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE,				140 - 1
FREMANTLE and PERTH		S have superio	r Passance	r accom
MANILA STEAMERS & TIENT	t and Electric Fr	ans in the Stat	erooms and	Dinnin

AUSTRALIAN STEAMERS have superior accommodation with Electric Light through. out and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports, SHANGHAI STEAMERS have good Saloon Passenger accommedation and take carge on through Bills of Lading to all Yangteze and Northern China Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA ANI

AUSTRALIAN PORTS. BUTTERFIELD & SWIRE, For Freight or Passage, apply to-AGENTS. Hongkong, 1st June, 1948.

HAMBURG-AMERIKA HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TIAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marsoille, Ganoa, and other Mediterraneau, Levantine, Black Sea and Bultic Ports,

and all North and South American Ports. Also via Aden, or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

BOM HONGKONG:

	NEXT SAILINGS F	
: , _	OUTWARD.	•
* :	FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND 4th June	•
	FOR SHANGHAI, YOKOHAMA & KOBH: S.S. ISTRIA Sth June	
ASY	FOR SHANGHAI, YOKOHAMA & KOBE: 8,8. SAXONIA 16th June	
eta S	FOR SHANGHAI, YOKOHAMA & KOBE: 8.8. SILVIA 26th June	

HOMEWARD. FOR MAESEILLES, ANTWERP, BREMEN & HAMBURG: S.S. SITHONIA ... 2nd June FOR HAVER & HAMBURG 8th June S.S. SEGOVIA FOR HAVRE & HAMBURG: S.S. SCANDIA ... 15th June FOR MARSHILLES ROTTERDAM & HAMBURG S.S. BRISGAVIA 28th June. FOR HAVRE & HAMBURG: 12th July SS DORTMUND 26th July S.S. SAXONIA ... 9th Aug. COAST SERVICE.

S.S. KOWLOON FOR TSINGTAU, NAGASAKI & VLADIVOSTOCK On 2nd June. For Further Particulars, apply to-

Hongkong, 29th May, 1938

FOR SHANGHAL YOROHAMA & KOBE :

S.S. SLAVONIA ... Sth July

HAMBURG-AMERIKA Hongkong Office.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN LINES.

FOR	STEAMERS	TO SAIL.
NAPLES, GENOA, GIBRAL- TAR, SOUTH AMPTON, ANTWERP & BREMEN	"BUELOW" Capt, H. FORRMES	Wed'day, 3rd June, at Noon:
SHANGHAI, NAGASAKI, KOBE	"KLEIST" Capt. R. MEYER	About Wed'day. 3rd June.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	"MANILA" Capt. MINSSEN	Thursday, 18th June, at 5 P.M.
KUDAT & BANDAKAN}	"BORNEO" Capt. F. SEMBILL	About End of Jun

For further Particulars, apply to

NORDDEUTSCHEB LLOYD.

MELCHERS & CO.. GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 29th May, 1908.

INDO-CHINA S. NAV. CO., LD.

	PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
	PROJECTED SAILINGS THOM HOWARD
	CHT LUTTE TO BATT.
1.	"CHIPSHING" Friday, 5th June, Noon,
*	MANILA "TIENTSIN Friday, 5th June; 4 P.M.
100	MANILA "YUENSANG Friday, 12th June, 4 P.M.
41	CUTTAL YOROHAMA, KOBE & MOJI "NAMESANCE I desical, 2014 Jude, 19001.
	RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS. The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and ere fitted throughout + Taking Carge on Through Bills of Lading to Yangtess Ports, Carlon, Tientsinand Newchwang.

Telephone No. 61 For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 30th May, 1908.

CHARGEURS FRENCH STEAMSHIP COMPANY, HEAD OFFICE: PARIS.

ALL ROUND THE WORLD

OUTWARD via Suzz:—Antwerp, Dunkirk, la Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinwantao, (Peking Tientain,) Kobe, Yokohama.

Genea to Hongkong in 30 Days.

Naples to Hongkong in 29 Days.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort,

TRANSPACIFIC:-Victoria (BC.) Vancouver, Seattle, San Francisco. CONNECTING WITH CANADIAN PACIFIC BAILWAY. Freight to Overland via Vancouver Passengers to Overland and Europe YOROHAMA to VANCOUVER 13 DAYS

YOKOHAMA to LONDON and PARIS 26 DAYS. HOMEWARD via Magellan Straits: - Mexico, River Plate, Brazil, La Pallice, Liverpool. PROPOSED SAILINGS

AMIRA L MAGON.... 4th June + AMIRAL EXELMANS 25th July = OUESSANT 27th Aug. = MALTE CEYLAN = CORSE

‡ No Passengers. † Intermediate Class and Rates of Passage. New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to-

P. NALIN, ACTING AGENT, FRENCH MAIL OFFICE.

Hongkong, 9th May, 1908.

CANADIAN PACIFIC RAILWAY COMPANY'S BOYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

HE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific is the "EMPRESS LINE." Saving 5 to 10 days' Ocean Travel. 12 DAYS YOKOHAMA to. VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration). LEAVE HONGKONG ARRIVE VANCOUVES R.M.S. THURSDAY, 4th June ... 22nd June "EMPRESS-OF_CHINA" 6,000 13th June ... 4th July ... SATURDAY, "EMPRESS OF INDIA" 6,000 18th June: ... 17th July "LENNOX" 8,700 " THURSDAY, "EMPRESS OF JAPAN" 6,000 " SATUEDAY, 4th July ... 25th July "MONTEAGLE" 6,163 , ... SATURDAY, 11th July ... 4th Aug. 25th July ... 15th Aug. SATURDAY, "EMPRESS OF CHINA" 6,000 "GLENFARG" 3,700 ... SATURDAY, . 8th Aug. ... 6th Sept.

* B.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers, "EMPRESS" Steamers will depart from HONGKONG at 4 P.M. S.S. "MONTEAGE," "LENNOX" and "GLENFARG" at 12 Noon. THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships,

4.500 tons register, thus providing a comfortable and speedy through route to Europa. Hongkong to London, let Classvia Candian Atlantic Ports or Maw York 271.19 Intermediate on Steamers and let Class Railways

First Class rate to London includes cost of Mesis and Barth in Sleeping Car while crossing the American Continent by Candian, Pacific direct Line. E.M.S. "MONTEAGLE," carries Intermediate P. ssengers only, at Intermediate rates a fording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval villitary, Diplomatic, and Civil Services, and to European Officials in the Service of Chins. ad Japan Governments.

For further jurormation, Maps, Routes, Handbooks. Rotes of Freight and Passage, analy to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prays, opposite Blake Pier.



HONGKONG-MANILA.

Highest Class, newest, fastest and most lurarious Steamers between Hongkong and Manila. Satoon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAÎN	POR	SAILING DATE:
 RUBI	2540	R. W. Almond.	Manila	On 6th June, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 13th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 1st June 1908.

OSAKA SHOSEN KAISHA.



REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-**QUBJECT TO ALTERATION.**

THE CO.'S 8.S.

SOSHU MARU" Capt. Y. FUSENC

MONDAY, 1st June, at 10 A.M.

at 10 A.M.

LBAVING

TUESDAY, 2nd June,

• FOOCHOW YIA SWATOW I "BUJUN MARU" Capt. LIICHI AND AMOY

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivalled Table Taking Cargo on through Biles of Lading to all Yangtese and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Brauen Office Second Floor, No. 1, Queen's Buildings.

Hungkong 28th May, 1'08.

* KOBE (DIEECT)

T. ARIMA, Manager.

COOK ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC. TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED and FORWARDED at LOWEST RATES. FOREIGN MONEYS EXCHANGED. LETTERS of CREDIT and CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East:-16, DES VŒUX ROAD. HONGKONG.

Japan Office :-14. WATER STREET YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

CHINA AND JAPAN.

Straner	From	ON OR WILL LEAVE FOR ABOUT.	ÚN OR ALOUT
TJIPANAS	SHANGHAI	First half of JAVA June	First half of
TJIBODAS	JAVA	First half of JAPAN	First half of June
TJIKINI	JAPAN	First half of JAVA	First half of June
TJILATJAP.	SHANGHHI	First half of JAVA	First half of June
TJIMAHI	JAVA	Second half of SHANGHAI	Second half of June
TJILIWONG.	JAVA	Second half of JAPAN June	Second half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on

through Bills of Lading. For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAFAN LIJN.

York Buildings, 1st Floor. Hongkong, 28th May, 1908. Telephone No. 375.

Should be in every home as well as in

every hospital.

When you are worried and cannot cat well nor sleep well, you will find a great help-in BONETT.

BEWARE OF CHEAP IMITATIONS.

By Royal Warrant to



His Majesty The King.

SHIPPING IN PORT.

AMERAL DE BROUMONT, French str., 154, Chalais, 22nd April-Haiphong 18th April, Ballast-Wilks & Jacks.

CHIYUEN, Chinese str., 1.177, C. Stewart, 25th May - Shanghai 23rd May, General-CHOSHUN MARU, Japanese str., 1,374, T.

Fuseno, 27th May-Foochow 24th May, General-Osaka Shosen Kaisha. COURTFIELD, British str., 4,897; John Wiseman, 25th May-Moji 20th May, Coal-Mitsui Busman Kaishs.

DRUFAR, Norwegian str., 1,102, J. Bing, 25th May-Bangkok 18th May, Rice-Butterfield & Swire. EMPRESS OF CHINA, British str., 3,048, R.

Archibald, R.N.R., 4th May-Vancouver, B.C. 15th April, and Shanghai 2nd May, Mails and General—U. P. R. Co. GERMANIA, German str., 765, H. Flügel, 18th May-Sydney via Ports 6th April, Copra-

Siemssen & Co. HAIPHONG, French str., 500, Pomfret, 22nd April-Haiphong 18th April, Ballast-

Wilks & Jacks. HENRIK IBSEN, Norwegian str., 2,960, J. S. Peinertsen, 24th May-Moji 18th May, Coal-Miteu Bishi Goshi-Kwaisha. HILARY, German str., 1,276, H. Uecker, 29th

May-Saigon 24th May, Rice-Sander, Weiler & Co. HINSANG, British str., 2,346, A. G. Smith, 28th May-Haiphong 26th May, Coal-Jardine,

Matheson & Co. Hongkong Maru, Japanese str., 2,447, E. Bent, 25th May-San Francisco 25th Apr. and Manila 23rd May, Mails and General -Toyo Kisen Kaisha.

KIANGPING, Chinese str., 1,222, H. Uddin, 26th May-Chinkiang 20th May, General-LOYAL, German str., 1,237, Fr. Natzius, 25th May-Cowie 18th May, - Coal-Sander,

Wieler & Co. MARIE, German str., 1 169, P. E. Christiansen, 26th May - Salina Cruz 20th April, COALS. Ballast-China Commercial Steamship Co. MATHILDE, German str., 831, A. P. Ulderup,

25th May—Haiphong & Hoihow 24th May, Rice and General—Jebsen & Co. MERAPI, Dutch steamer, 1 597, E. Uldale, 26th May-Singapore 19th May, General-

NEBITE, Dutch str., 1,436, Wester, 13th Mayfrom Hankow-Arnhold, Karberg & Co. NORD, British str., 1,145, F. J. Prynn, 28th May-Saigon 23rd May, Kerosine Oil-

Melohers & Co. OCEANO, British str. 1,733, M. L. Brum, 20th May-Hongay 17th May, Coal-Dodwell

PEIHO, German str., 476. V. Flottwell, 27th May - Saigon 22ad May, Rice-Hamburg. Amerika Linie. PHEUMPENH, British str., 1,065; J. H. Scott, 25th May-Saigon 20th May, Fish and Meal-Chinese.

PHRANANG, German str., 1,021, Fr. v. Mangelsdorff, 29th May-Bangkok May 16th, via Kohsichang 22nd May, Rice and Hardwood -Melchers & Co.

PITSANULOR, German str., 1,200, T. Heyenga 25th May — Bangkok May 17th, via. Swatow 24th, Rice and Timber—Butterfield

& Swire. POWHATAN, British str., 1,050, Turner, 29th May-Salina Cruz 24th April, Ballast-

SABINE RICKMERS, Dutch str., 540, Fries, 16th May - Foochow 13th May, Ballast - Asiatio Petroleum Co. SHAWMUT, American str., 6,195, E. V. Roberts, 26th May-Seattle via Manila 24th May, General Dodwell & Co.

SIMONGAN, Dutch str., 1,202, H. Vos, 21st May -Samarang via Pulo Laut 11th May, Sugar-Chinese.

TAIWAN, British str., 1,041, J. A. Martin, 14th May-Saigon 10th May, Rice & General-Chinese.

TENYO MARU. Japanese str., 7,265, Philip H. Going, 21st May - Yokohama 16th May, General Toyo Kisen Kxisha. Wongkor, Garman st ., 1,115, Rober, 27th May -Bangkok May 18th, and Holhow 26th, Goueral-Butterfield & Swire. YATSHING, British str., 1,424, Wheeler, 25th

May-Chinkiang 23rd May, General-Jardine, Matheson & Co. YERIMO MARU, Japanese str., 3,280, N. Kobay shi, 23th May-Moji 23rd May, Coal-Samuel, Miyasak & Co.



(MITSU BISHI CO.) COAL DEPARTMENT

MARUNO-UCHI, TOKYO. Cable Address, "IWASAKI," which applies to all Branch Offices.

AI, ABC 5th Ed., Western Union Codes used All Letters to be Addressed: MANAGER, MITSU BIBH! Co.

BRANCH OFFICES:-NAGASAKI, MOJI, KOBE, KARATSU SHANGHAI, HONGKONG, & HANKOW.

AGENCIES :-

YOKOHAMA: M. ASADA, Esq. CHINKIANG Messrs, GHARING & Co. MANILA: Mossrs. MACONDRAY & Co. SOLE PROPRIETORS of Takashima. Ochl, Namazuta, Shinnew, and Hojo Collieries Sole Agents for MIYAO and KISHIDAKE

Y. SHIBUYA, Acting Manager, No. 2 Pedder Street, Hongkong.



ON SALE.

DOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1907. With INDEX. Price \$7.50. On sale at the " Hongkong Daily Press"

Hongkong 26th Tebruary 1907-

POST OFFICE NOTICE

T. HOR	нич	DATH
Macao	Rail Pai	
Kobe	Sui Tai Soshu Maru	Monday, 1st. 1.15 P.B. Monday, 1st. 2.00 P.B.
p siphoug	Signal	
Swatow, Amoy and Poochow	Bujun Maru,	Tuesday, 2nd, 9.00 A.
		[Tuesday, 2nd,
		Printed Matter and San
KEELUNG, FRANCHAI, NAGABAKI, KOBE,		Registration 10.00 A.
HONOLULU and BAN FRANCISCO		(Registration, with lat
(Supplementary mail on board up to the	Tenyo Maru	ton of lo course, a. r
time fixed for departure of the mail.		Legistration, Rowl o
Extra Postage 10 cents)		B.U 10.00 ▲.ħ
		No late fee.
Macco	0	Lotters 11.00 A.N
Macao Manila	TO PRAN	Tuesday, 2nd, 1.15 F.M. Tuesday, 2nd, 3.00 P.M.
mothow and maiphong	Childi	Wednesday, 3rd \$ 00 A.N
Bangkok	TIPE: A	
Director, Minoy and Poochow	Haiching	Wednesday, 3rd, 9.00 A.M. Wednesday, 3rd, 10.00 A.M. Printed Matter and Sam
		Printed Matter and Sam
BURCPE, AC., INDIA VIA TUTICORIN		Ples 10.00 A.M
(Links Letters 11.00 to 11.30 Am Riving 12		Aregistration 10.00 A.M
I'm age 10 cents	Buelow 2	(Megistration, with lat
Letters posted in all the Pillar Boxas &	- marroto	10 of 10 cents, up to
in time for the first clearance will be included in this contract mail.)		Registration, Kowlon
Jacobstantia Contract Hamil)		M.A. U. U 10.00 A.M
		No late lou,
Macao	Sui Tai	Wednesday, 3rd, 1.15 P.M
Batavia, Cheriton, Samarang, Soerahaya and		
WINGSERT	Tjipanas	Wednesday, 3rd, 4.00 P.M
Maono	Bui Tai	Thursday, 4th, 1.15 P.M.
	[Thursday, 4th. Printed Matter, and Sam.
		ples 2.00 P.x.
EHANGRAI, NAOABARI, KOBB, YOROHAMA)	A A	Registration 2.00 P.M.
VICTORIA BEG VANCOUVER (B.C.)		(Registration, with lat-
Emo 1 Red for repartner of the mail.	Empress of China {	tee of 10 cents, up to
Laura Postage 10 centar		2.45 P.M.) Liegistration. Cowlood
		L.O 2,00 P.M.
		No late fee
Hall-owned Trains		Letters 3.00 P.
Holhow and Haiphong Tientain	Hupeh	Friday, 5th, 8.00 A.M. Friday, 5th, 11. U.A.M.
Macao	Chipshing	Friday, 5th, 11. U.A.M. Sth. 1.15 P.M.
Manila	Loongeang	Friday, 5th 3.00 P.
THE STREET LAND AND A STREET OF THE STREET AND ASSOCIATION OF THE STREET, AND ASSOCIATION OF	Rubi	Saturday, 6th, 11.00 A.M.
Moji, Kote, Yokkaichi, Yokohama, Victoria, and Seattle.	Shawmut	Saturday, 6th, 11.00 A.M.
Macao	Sui Tai	Saturday, 6th, 1.15 P.M
Shanghai and Nogasaki	Carnaryonshire	Monday, Sth. 3.00 A.M.
		Tuesday, 9th.
		Printed Matter and Sam.
EUROPE, &c., India via Tuticorin		Registration 10.00 A.M.
Postage 10 cents.)	_	(Elegistration, with late.
(Dettern posted in all the Pillar Boxes ?)	Ernest Simons	Ise of 10 canta up a
in time for the first clearance will be i		10.15 A.H.)
included in this contract mail.		Registration, Kowlood
		No tate to
		Letters 11.00 A.M.
Keelung, Shanghai, Moji, Kobe, Yokkaichi, ?	tuo Mann	Tuesday, fth, 3.00 P.M.
Shimidan, Yokohama, Victoria and Scattle 5	lyo Maru	
	Kanagawa Maru	Tuesday, 9th 5.00 P.M.
	Niliko Maru	Wednesday, 10th, 11.00 A.M.
Nagasaki, Kobe and Yokohama Moji, Salina Cruz and Mexico	Marie many	Thursday, 11th, 4.00 P.M.
Manila, Thursday Island, Cooktown, Cairns,	el allemant	
Townsville, Brisbane, Sydney, Hobart,	Yawala Maru	Friday, 12th, 11.00 A.M.
Launcesion, New Zealand, Melbourne	a weeksteen and WT Weight	A THE STATE OF THE
Adelaide, Perch & Fremantle	Ynternang	Friday, 12th, 3 00 P.M.
SAME BY ORCHAMO	Bingo Maru,	Friday, 12th, 5:00 P.M.
VEL P) A a., Vindia via Tullcorin		Saturday, 13th,
Late Letters 11.00 A.M. to Noon Extra		L'Elfron Blatter aird ? 5.1 -
(Supplementary mail on board up to the	14	Registration 10.00
time fixed for departure of the mail		"Aftegustration, with lare
	Delka	tee of to cents, up to
Letters posted in all the Fillar Boxes	Y	10.45 a.m.,
in time for the first clearance will be		Registration, Kowleen
The Parcel mail will be closed on Friday,		No late fee.
the 12th instant, at 5 p.m.		Letters 11.00 A.M
Manila, Zamboange, Port Darwin, Thursday		
Island, Cocktown, Cairns, Lownsville,		Mandan
New Zealand, Melbourne, Adelaide, Perth	Sinan	Monday, 15th, 3, 0 P.M.
and Fremantie		
		Tuesday, 16th,
		Printed bracter and aut-
	15.77	Plea
SEELUNG, SHANGHAL NAGABARI KORE		Registration 10.00
YORKAICHI, SHIMIDZU, YOKOHAMA.		- Marchaelton with an
HONOLULU and SAN FRANCISCO	Coren	lee of to cents up to
HONOLULU and SAN FRANCISCO	Yoren	
HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail.)	Koren	10.45 A.M.) Registration, Kowloon
HONOLULU and San Francisco	Koren	Registration, Kowloon 10.00 A.M.
HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail.)	Coren	Registration, Kowloon 10.00 A.M. No tate fee.
YORKAICHI, SHIMIDZU, YOKOBAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents)	Coreu	Registration, Kowloon 10.00 A.M.
YORKAICHI, SHIMIDZU, YOROBAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents) [anila, Friedrich Wilhelmshafen, Simpson- bafen, Herbertshohe, Matupi, Brisbane,	Ann de th	Registration, Kowloon L.O 10.00 A.M. No tate fee. Letters 11.00 A.M.

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PER DOZEN BOTTLES

SAMPLES ON APPLICATION TO-

Zealand, Melbourne, Adelaide, Perth

Bhanghai, Yokohamo, Kobe and Moji

and Frementle

H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS.

... Namsang Tuesday, 23.d - 10.00 A.M.

Hongkong, 1st June, 1908.

STEAMERS PASSETT THE UANAL. May 6th - Nippon, Bellerophon, Palma, Kostromu, Valentia 9th-Sardinia, Kintuck, Tourane. 13th-Benvorlich, Montrose. 16th-Benmohr, Polynesien, Bingo Maru, Antilochus, Nereus, Frankby, Astyanaa, Belgravia, Glenstrae, Peshawur, Schkylkill. 23rd-Albenga Anienor, Idomeneus, Prometheus, Seneca Socolra, Indrapura, Istria, Teenkai, Jason, Lothian. 27th -- Bentedi, Sambia, Pathan, Pera.

30th—Caledonien, Montgomeryshire, Saxonia,

Inaba Maru, Kawachi Maru. ARRIVAL AT HOME. May 29th-Ajaz, Armand Behic, P. R. Luit-

- STORAGE. FOR COAL, TIMBER, &C.

TIO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER

Also FOR SALE, Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply-

GEO. FENWICK & Co., LTD. Hongkong, 8th June, 1906.

TO-DAY. Sale, Household Furniture, "Modroenagh, the Peak, Messrs. Hughes & Hough, 2,30 p.m.

COMMERCIAL.

EXCHANGE

	EACHANGE
,	CLOSING QUOTATIONS
- 1	
A	May 30th.
ON	LONDON.—
	Telegraphic Transfer
	Bank Bills, on demand
	Bank Bills, at 30 days sight 1 91
· " .	Bauk Bills, at 4 months' sight 1, 1,95
	Credits, at 4 months sight
. Nav	Documentary Bills 4 months' sight] 9
UN	
	Bank Bills, on demand
ON	GERMANY.
V.	on demand
ON	NEW YORK.
V 41	Bank Bills, on demand
. •	Credits, at 60 days sight.
ON	Bombay.
	Telegraphic Transfer
	Telegraphic Transfer
ON	CALCUTTA.
	Telegraphic Transfer
	Bank, on demand
On	SHANGHAI.
- ·	Bunk, at sight 742
. 1	Private, 30 days' sight
On	YOKOHAMA Ou demand 874
ON	MANILA, -On demand -Pesos - 874
ON.	SINGAPORE.—On demand. 763
17.	. MATCHAULE — On Agreement — in the in the in-
JN	MAIPHONG On demand
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T. 11	DANGAUK.—Un detaind 22 821
ROA	EREIONS, Bank's Buying Rate \$11.00
G01	LD LEAF, 100 fine, per tael 257.80
HAB	SILVER, per oz
	SU BSIDIART COINS,

, 8,45 7.75

20 cents pieces \$8.13 discount.

Chinese

Hongkong 20

Penares Old ...

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Quotations are:-		8000	2. 2. 1. 1. 1
Malwa Old	* *** *** ****************************	\$980 p	er picul.
Malwa Older		\$1030 Se	31
Malwa V. Old		4	Asc Control of the
Persian fine quality Persian extra tine	7 - 7	800	"
Patoa New		1.80	per chest.
Patna Old	441		рек одевс.
Benerex New	9	1130	

VESSELS EXPECTED.

THE GERMAN MAIL. The I.G.M. str. Kleist carrying the German Mails with dates from Berlin of the 5th ult. left Singapore on Friday, 29th nit, at 9 a.m.

and may be expected here to mbirbir. The I.G.M. str. Buclow left Shanghai via Foodhow on Saturday, the Soth ult. at 6 a.m. and may be expected here to morrow at 6 p.m.;

THE AMERICAN MAIL The P.M. str. Korea sailed from Yokohama on the 27th ult, and will be due to arrive in this port on 6th inst.

THE CANADIAN MAIL, The C.P.R. str. tongo energy India left Vancouver on Wednesday, the 18th nit. a.m. for Hongkong via the usual ports of call. MERCHANT STRAMERS.

The J.-C.-J. Lija str. Tjipanas from Amoy. may be expected here to-day, The Danish str. Siam |eft Singspore on Tuesday morning, the 26th ult., and may be-

expected here to-day at noon. The H.A.L. str. Sithonia left Hankow on the 26th ult. s.m., and may be expected here to day. The H.A.L. str. Dortmund left Singapore on the 26th ult. at noon, and may be expected here.

to morrow s.m. The British str. Oriel left Moji on 28th ult. for this port, and is due to arrive here to morrow. The N.G.I. str. Ischia left Singapore for this port on the 29th ult., and may be expected here.

on or about the 4th inst. The N.Y.K. Moyori Maru (Bombay Line) left Kobe for this port via Moji on the 27th ult,, and is expected here on the 4th inst. The N.Y.K. str. Nikko Maru (Australian Line) left Thursday Island for this port via

Manila on the 28th ult., and is expected here on the 8th inst. The C.P.R. str. Lennow left Vancouver p.m on Tuesday, the 5th ult. for Hongkong via the

usual ports of call. The E. & A. str. Aldenham from Sydney, &c., left Port Darwin, on the 25th ult. for Timor, Manila and this port.

PASSENGERS. ARRIVED.

Per Shaohsing, from Shanghai, Mr Johnston. Per Kowloon, from Wakamatsu, Messrs, Ph. Werk and F. Werk. Per Kwangtah, from Suanghai, General W.

Mesny, and Mr Payton Carter, Per Kwongsang, from Suanghai, &c., Mr and Mrs Black, Messre. A. Bryson & H. Yamashita. Per Haiching, from Coast Ports, Dr. and Mrs Lang, Mrs Henley, Messrs. L. J. Thomas and

Per Laisang, from Calcutta, &c., Mr and Mrs Beattie, child & amah, Miss Sercombe, Messrs. Rae and Nelson.

Per Chipshing, for Hongkong, from Tientsin, Mrs Weinhart, and Mr W. S. Brown; from Chefoo, Mr and Mrs Bribosia. Per Tean; from Manila, Messrs. Linty, Eisner,

Haynes, Butler, Hutcheson, Lueds, Baumgarters, A. W. Bauwgarters, Ileken, Sanchoy, M. Sanchoy, Mesdames Linten and Cuesta. Per Iyo Moru, from Japan, &c., Major and Mrs G. W. Bivin, Mrs R. Hanaoka, Lieut, G. Bunbury, Capt. B. Lundholm, Marges, M.

Gordenker and Nul. Christensen. Per Manila, for Hongkong, from Sydney, &c., Dr. and Mrs Danneil, Inspector von Riegen and servant, Inspector Schaffer and servant, Messra. A. Bertram, G. B. Shields, W. Kittb. A. Hill, Thomas Ling, Beck, P. Erdweg & B. Canesins from Manila, Mr and Mrs C. L. Stegmair, Lt. J. M. P. Potts, Messrs. Heinszen, A. Kalase and H. Merogel.

Moriarty, M. P. Besthe, W. W. Burtt, A.

DEPARTED. Per Zafiro, for Manila, Mr and Mrs C. H. Kerkboven and child, Mr and Mrs O. Crewe-Reed and child, Mr and Mrs H. J. Black, Mrs Ignacia de Cruz, Miss N. Compton, Mesers, R. G. Mats. A. Schonlicht, A. Gibson, J. B. Sung Sayco, M. Martin, A. Carmones and P. Carter. Per Sado Maru, for Japan, Mr and Mrs Niijima, Capt. and Mrs Hodgies, Mrs Shirley Master Hodgins, Capt. Goto, Messrs, Yokota Sato, Nassau, Leeb, Sen and Ghosh.

JOINT STOCK SHARES.

	Hongh	Hongkong, May 29		
COMPANT	PAID FP.	QUOTATIO		
	Ps. 200	Nordinal.		
Banks—				
Hongkong & S'hai	\$125	London £76		
National B. of China	£6	\$51, buyers		
Bell's Asliestos E. A		\$71, sellers.		
China-Borneo Co	\$12	\$11, Mallers		
china Light & P. Co	Parkers &	\$7, buyers		
hina Provident	\$10	\$9, buyers		
Cotton Mills—				
Ewo	fils, 50	Tla. 58.		
Hongkong	\$10	\$11.		
International	Tls. 75	Tls. 63.		
Soveboo	TIS, 100	1 ls. 773.		
Soychee	7.0	Tls. 260, **		
Dairy Farm	₹ 6	\$191, sales		
lick K. Wourf & C.	DECV	ent 1		
H. & W. Dock	\$50 \$50	\$514, sellers \$103, buyers		
New Amoy Dock	\$62	891; buyers		
Shanghai Dock	Tls. 100	Tis. 87.		
Shai & H. Whart.	Tls. 100	Tls. 2241		
7	1 100			
enwick & Co., Geo	\$25	\$13, sellers		
lreen Island Coment.	\$10	\$101, sellers		
lone kong & C. Gas	£10	\$175, sales &		

H.K. Milling Co., Ld. in liquidation \$100 Nominal. \$10 \$att, sales & buy, Hongkong Rope Co., Insurances-\$50 | \$235, collers China Fire \$93, ales \$20 China Traders \$25 | \$861, buyers Hongkong Fire \$315, beyers North China..... £5 | Tis. 78, selle s Union \$100 \$795, sales & sel. Yangtaze \$60 Land and Building --

\$10 \$151, sales & b.

\$50 | \$95, sellers

\$25 | \$225, sales &

Hongkong Electric ...

Hougkong Hotel Co ...

Hongkong lee Co....

Hongkong Landing. Humphrey's Estate \$10, buyors Kowloon Land & B. \$26, anles Shanghui Land Tls. Tls.-116. WestPointBuilding \ 150 \$19, sellers

Mining-Charbonnages Fcs. 250 | \$560, buyers \$8. sales & sel. \$10 \$14. sellers Peak Transways \$10 \$2. Philippine Co. \$10 | \$8, sellers Refineries -China Sugar \$125, salea & 1 \$100 Luzon Sugar \$100

Steamship Companies China and Manila... 5 25 \$16, sellers Douglas Steamship. \$50 H., Canton & M..... \$15 \$294, buyers Indo-China S.N. Co. Shell Transport Co. 45 sales & se Star Ferry \$10 . \$15, x.d. Do., New \$5 | \$15, x.d.

\$25 . \$23, buyers South China M. Post. Steam Laundry Co. Stores & Dispensaries Campbell, M. & Co. 410 \$15. Powell & Co., Wm. \$10 \ \$51, buyers Watkins \$10 . \$3, buyers Watson & Co., 1, S. Weissmann, Ld. ... \$100 | \$165.

Inited Asbestos \$4 . \$13, buyers \$10 \$150, buyers Union Waterboat Co. \$10 \$1(]; buyers

VERNON & SMYTH

HONGKONG TIDE TABLE. From June lat to 7th, 1908.

HIGH. WATER,			Low W.	ATER,
Weeks	Hongkong Mean Time	Height	Honzkong Mess Time:	Height.
Mon. '1	h. in. no 0 57	ft. in.	h, m/-1 m 1 32	ft. in.
Tues, 2 Wed, 3	n 4 57 n 10 27 n 1 1 2 3	4 (1) 7 .1 4 (0)	m 4 1 6 5 a m 4 30	3 3 0 7 8 5
Thurs 4	m 10 53 m 2 26 m 11 30	6 9 3 9	6 51 n m 4 56 7 39 n	0 9 3 7
Fri. 5 Sat. 6	22 3 39 0 A a No interior	8 0 6 3 high	m 6 20 8 50 a nor low	3 9
Sue. 7	No interior	bigh 5 3	nor low nor low 10 lu a	water.

HONGKONG METEGROLOGICAL REGISTER.

Hongkong Observatory, May 30th.

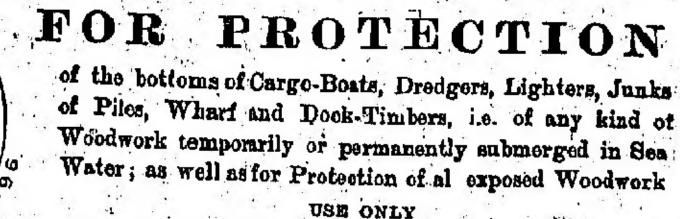
	Previous Day	On Date at	on Date at 4 p.m.
arometer	29,64 86	29.85 79	29.79. 79
amidity ind Direction	65 È	74 E	75 E
eather	1 b	3	3 b
in			

Highest open air Temperature on 29th 90 Lowest open air Temperature on 20th...... 78



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Handy, torpedo-boat destroyer 295 tons, 6 guns, 4000 h.p., Lieut. Comdr. W. H. Darwall. Hart, torpede-boat destroyer, 295 tons, 6 guns 4. 00 h.p., Lieut.-Comdr. G. C. Dickens

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h.p., Capt. G. C. A. Marescaux, Japan King Alfred, British cruiser, Flag ship of Vice Admiral the Kon. Sir Hidworth Lambton, Commander in Chief, 14100 tons, Capt. L. Clinton Baker, Japan Kinsha, river gunbeat, 616 tons, Lieut.-Comdr. Sidney H. Tennyson, Yangtsze

Merlin, surveying ship, 1090, tous, 6 guns, 1400 i.b.p. Comdr. F. H. Walter, Borneo Monmouth, cruiser, 9800 tons, Capt. G. W Smith, Hongkong Moorhen, river gnuboat, 180 tons, 2 gans,

Lieut.-Comdr. C. C. Walcott, West River Nightingale, river gunboat, 85 tons, 240 h,p, Lieut.-Comdr. R. S. Roy, B.N., Shanghai Otter, torpedo boat destroyer, 385 tons, 6 guns, 6300 i.b.p., Paid off Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,

Lieut, Comdr. J. White, West River

Sandpiper, river gunboat, 85 tons, 2 guns; 240 h.p., Lieut,-Comdr. H. R. Tickell, West Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p. Lient-Comdr. Alan Dixon, Yangtsze Taku, torpedo boat destroyer, Bosn, Strath,

Tamar, receiving ship, 4600 tons 6 guns, Commodore Stokes, Hongkong Teal, river gunboat. 180 tons, 2 guns, Lieut. Comdr. H. R. Godfrey, Yangisze Thistle, gunboat, 710 tons, 900 h.p., Lieut Comdr. H. T. Attlay, Shanghai Virago, torpedo-boat destroyer, 395 tons, 6 gans, 6,300 i.h.p., Lieut-Comdr. Stevenson

Waterwitch, surveying ship, 620 tons, 4501.ti.p. Lieut.-Comdr. H. P. Douglas, Port Swet-Whiting, torpedo-boat destroyer, 360 tons, 5

gane, 5,900 h.h., Lieut.-Comdr. J. Kiddle, Mr. T. M. Powery Potts Widgeon, gunboat 195, tons, 2 guns, 800 h.p. Hongkong Lt. Comdr. John F. Knox, Yangtsze Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut-Comdr. H. R. V. Cottrell Dormer.

Yangteze Woodlark gunboat, 150 tons, 2 guns, 550 h.p., Lieut-Comdr. G. R. Livingstone, Yangteze



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